

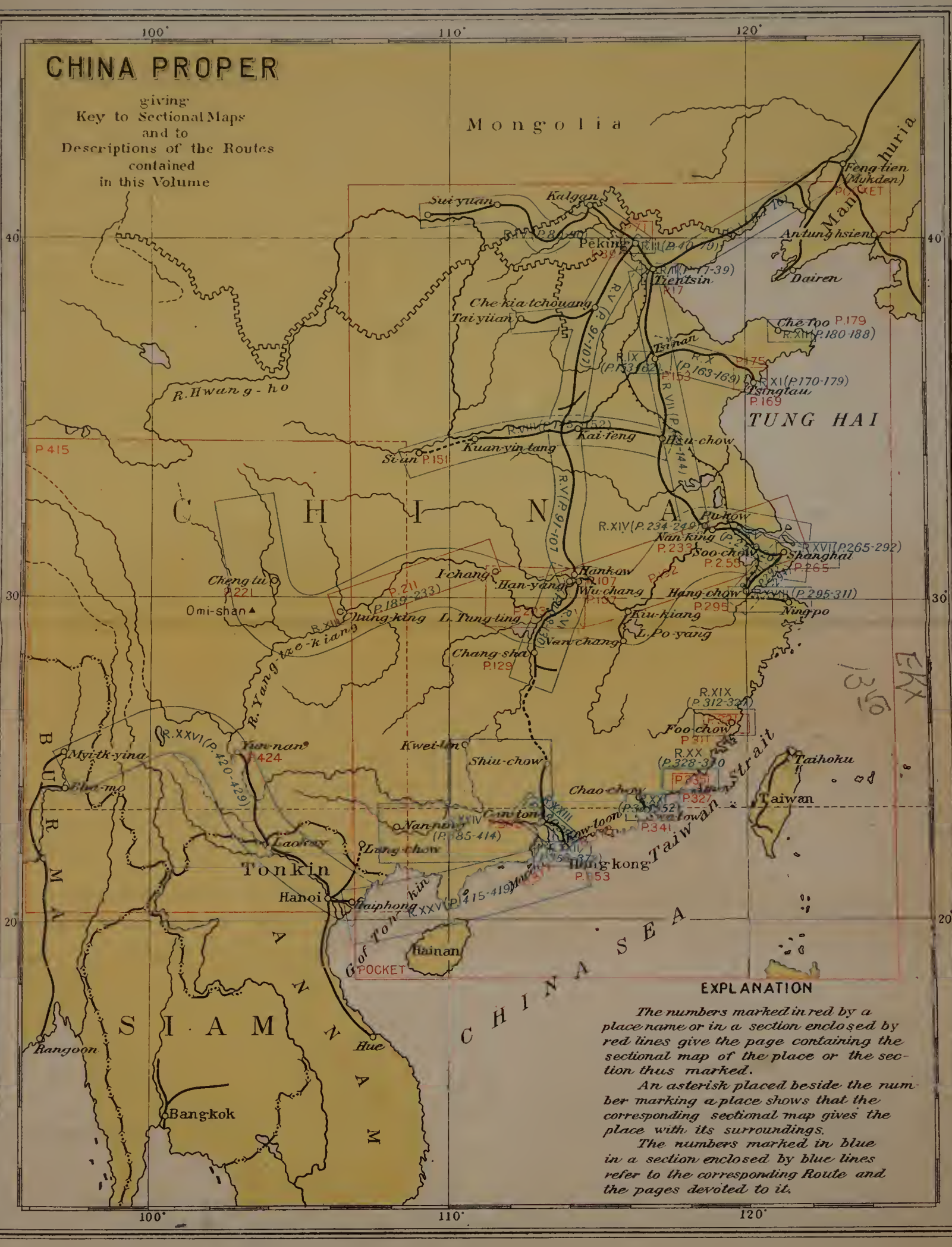
GUIDE
TO
CHINA

OFFICIAL SERIES
VOL. D

CHINA PROPER

giving
Key to Sectional Maps
and to
Descriptions of the Routes
contained
in this Volume

Mongolia



EXPLANATION

The numbers marked in red by a place name or in a section enclosed by red lines give the page containing the sectional map of the place or the section thus marked.

An asterisk placed beside the number marking a place shows that the corresponding sectional map gives the place with its surroundings.

The numbers marked in blue in a section enclosed by blue lines refer to the corresponding Route and the pages devoted to it.

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A typical flower-vase in glaze of light crimson colour,
representing a landscape, made in the middle
period of the Ching Dynasty

GUIDE TO CHINA

WITH LAND AND SEA ROUTES BETWEEN THE
AMERICAN AND EUROPEAN CONTINENTS

SECOND (REVISED) EDITION

174 ILLUSTRATIONS, 31 MAPS, SPECIALLY DRAWN
2 COLORTYPES

ISSUED BY THE
JAPANESE GOVERNMENT RAILWAYS
TOKYO, JAPAN

1924

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OFFICIAL SERIES. VOL. D.

Editor's Note

With the exception of about 100 volumes, an entire new edition of the *Guide to China*, in course of binding, was burned in the fire that followed the earthquake of September 1, 1923. The present edition has been produced by the off-set process, the matrices being made from photographs of the pages of the new book. For the reason that this process does not satisfactorily reproduce maps or half-tone illustrations, and because the original copperplates of maps and half-tones, and the photographs from which the latter were made, were also destroyed in the fire, new maps have been engraved, similar to those of the original edition, and an entire new set of illustrations has been used for the present edition, which, otherwise, is a reproduction of the edition burned.

The *Official Series of Guide-books of Eastern Asia*, issued by the **Japanese Government Railways**, have an international reputation for their accuracy, extent of travel, trade, and descriptive information, for their numerous illustrations, and excellent maps. Because no existing guide-book covers China as does that of the *Official Series*, it was deemed advisable, in order to place a satisfactory guide to China in the hands of the traveling public as soon as possible, to issue this edition in its present form. The reader's indulgence is asked for any defects noted in the type of the printed pages.



PREFACE

REFERRING the reader to the preface in Volume I. Manchuria and Chōsen, as to the general aims of this series of Guide Books on Eastern Asia, we will confine ourselves here to making a few remarks concerning the present volume on China.

It is now more than six years since the Imperial Japanese Government Railways in 1908, at the instance of Baron Goto, the then Minister of Communications, commenced collecting materials for these guide books. But in the meantime, while we have been issuing the preceding three volumes, so many changes have taken place in the political, social, and economical conditions of China—some of these changes revolutionary—that the materials collected at first by our experts on the spot have become somewhat out of date. Accordingly, in the summer of 1913, we again dispatched to China an expert on our staff of compilers, in order to take note of the more recent changes and to collect newer materials. But even since then, and after we had commenced printing, some momentous changes have taken place, such as a thorough change in the condition of Shantung Province, and we beg our readers' indulgence if we have found it impossible to follow up these changes in every case.

It was our original intention to devote a part of the present volume to the South Sea Islands, but the material dealing with China so swelled the volume that no space was left for any other. Besides there are at present certain grave difficulties in the way of obtaining up-to-date information concerning the Islands of Oceania, owing to the effects of the European War. We are therefore obliged to give up for the time being our plan of issuing a separate volume on the South Sea Islands, reserving that attempt till some more favourable time in the future.

The accounts in the present volume are confined to China Proper, and as a rule to places along the usual routes of travel within the reach of railway or steamer. But certain places like Cheng-tu City and Mt. Omi of Szechwan, celebrated on account of classical memories or beautiful scenery, have been included, even though they are beyond the reach of modern means of travel. However, it is hoped that the volume will be found sufficiently comprehensive for the purpose of ordinary tourists, though it may not touch on every nook and corner sought after by those with a special object in view.

In transliterating or Romanizing Chinese proper names, the usual method of English spelling has been followed, but where a Romanized form has acquired general acceptance on account of its long usage, like Canton instead of Kwang-tung, that form has been retained. Also in regard to the names of railway stations, the

current forms of spelling to be actually met with on the spot have been retained. With these exceptions, we have followed in general the spelling of names as given in Stanford's Atlas of the Chinese Empire. The places not mentioned in that atlas we have rendered according to their local pronunciation; thus, places along the Yangtze-kiang according to the Nanking Mandarin dialect, those in North China according to the Peking Mandarin dialect, those in Shanghai according to the Ningpo dialect, those in Canton and adjacent regions according to the Kwangtung dialect, those in Foochow and neighbourhood according to the Foochow dialect, *etc.* It should be stated in this connection that concerning different renderings according to these dialects, as well as the chronological dates and the pronunciation of Chinese surnames, we have been guided by Prof. Herbert A. Giles's Chinese-English Dictionary, that monument of industry and learning. It should be further stated that in regard to the Government offices, business associations, mercantile firms, consulates, hotels, streets, *etc.*, we mainly followed the Directory and Chronicle for China, Japan, *etc.*, published by the Honkong Daily Press.

In regard to the insertion of Chinese ideographs, it should be said in the first place that in any book on China their insertion to a certain extent is indispensable, in order to distinguish one proper name from another, the names being quite distinct, though often identical in pronunciation. On the other hand, those readers who are acquainted with the Chinese written language would doubtless prefer to see a great many more inserted than are actually found in the letter-press. We have tried, however, to pursue a middle course between the two extremes, inserting neither too few nor too many, hoping thus to meet the needs of the general readers of these books.

We now place this volume before the public, in the hope that it will meet the demands of travellers who are yearly attracted to China in ever increasing numbers. This general guide book on China is a pioneer attempt, and to compress so much within so limited a compass was found to be no easy matter. Whatever shortcomings there are will be remedied in later editions, and any corrections or new information kindly supplied by readers will be most heartily welcomed.

Imperial Japanese Government Railways.

Tokyo, March 1915.

PREFACE

TO THE

SECOND (REVISED) EDITION

The first edition of **China**—Vol. IV (now Vol. D) of the *Official Series of Guide-Books*, issued by the **Japanese Government Railways**, was published in 1915. Since that date the development of China in transportation facilities, in many commercial lines, and in material progress has made much of the subject-matter of the first edition obsolete. Therefore, a careful revision has been made, with essential and important changes incorporated in this present edition, with new routes and much new matter included in the text, maps brought up to date, and a railway and other maps added.

While certain transportation lines in the Far East are gradually providing the same service that existed before the World War, particularly the Trans-Siberian Railway and the German steamship lines, travellers are advised to consult from time to time the steamer and railway agents, and the tourist agencies, as to the service available at any given point, for the reason that new lines are continually opening for business, and some of the old lines may not at the time offer their pre-war facilities. In some respects the service now available is better than before the war, especially that across the Pacific.

As several vital changes are impending in the political life of China both in its domestic and foreign status, only a slight revision relating to these matters has been made in the subject-matter of this book, for the reason that soon after publication information concerning current events may become valueless. This applies, at the time of publication, to the unstable condition of the government of China, to the return to China of some of her territory by foreign powers, and to other changes. However, the facts relating to the actual return to China of territory and railways, the elimination of foreign post offices, etc., are covered in this edition. The subject-matter from pp. I to CXXIV, taken from Vol. IV, has been revised on essential matters. Pages I to 429 have been rewritten and revised throughout.

In all other respects, and so far as concerns "Old China : " its temples, art treasures, legends, festivals, and other attractions that lure the traveller, the information given in the first edition has been expanded where necessary, and will be found as authentic and complete as in that edition, which proved to be the most reliable guide-book on China ever issued.

Japanese Government Railways.

Tokyo, August, 1923.

CONTENTS

Chapter I. Introductory Information	p.	I
Routes to China	p.	I
Passports & Customs... „	IIIa	
Itinerary Plans..... „	v	
Climate, Time of Visit „	IX	
Tourist Agencies & Guides	p.	XVI
Hotels & Restaurants..		X
Currency & Travelling Expenses		XII
Weight & Measures... „		XIV
Chapter II. Communication Facilities	p.	XVI
Railways	p.	XVI
Water Routes	„	XVII
National Highways... p.		XX
Other Means of Conveyance..... „		XXII
Chapter III. Post, Telegraph, Telephone ...p.		XXIII
Postal System	p.	XXIII
Foreign Post Offices... „	„	XXVI
Telephone	p.	XXIX
Telegraph..... p.		XXVI
Wireless Stations..... „		XXVIII
Chapter IV. Land and People	p.	XXIX
Alluvial Plain	p.	XXIX
Mountains..... „	„	XXX
Rivers	„	XXX
Lakes	„	XXXI
Harbours	p.	XXXI
Islands	„	XXXI
Inhabitants	„	XXXII
Area & Population ... „		XXXII
Foreign Population	p.	XXXIII
Chapter V. Political System	p.	XXXIV
The Revised Provisional Constitution	p.	XXXV
Chapter VI. Historical Sketch.....p.		XXXVI
Most Ancient Period.. p.	XXXVI	
Hsia Dynasty	„	XXXVI
Shang (or Yin) Dynasty..... „	„	XXXVI
Chou Dynasty	„	XXXVII
Ancient Period..... „	„	XXXVII
Chin (秦) Dynasty.. „	„	XXXVII
Han Dynasty	„	XXXVIII
Three Kingdoms Period	„	XXXIX
Chin (晉) Dynasty... „	„	XL
Chronology	p.	XLVI
N. and S. Dynasties Period	p.	XL
Sui Dynasty	„	XL
Middle Period	„	XL
Tang Dynasty	„	XL
Five Dynasties Period „		XLII
Sung Dynasty	„	XLII
Yuan Dynasty	„	XLIII
Ming Dynasty	„	XLIV
Modern Period—Ching (Manchu) Dynasty.. „		XLIV

Chapter VII. Social Classes and Customs...p. XLIX

Class Divisions	p. XLIX	Food, Drinks, etc. ...	p. LIV
Costume.....	„ LI	Dwellings	„ LV
Important Events in a Chinese Household	„		LVI
Annual Fête Days	„		LIX
Chinese Families.....	„		LX
Maid and Men-servants	„		LX
Amusements and Pleasures	„		LX
Theatrical Perfor-		Tea-houses	„ LXI
mances	p. LX	Opium Smoking	„ LXI
Fire-crackers	p. LXI		

Chapter VIII. Religion and Education.....p. LXII

Confucianism	p. LXII	Mohammedanism.....	p. LXIV
Taoism	„ LXII	Roman Catholicism...	„ LXIV
Buddhism	„ LXIII	Protestantism	„ LXV
Lamaism	„ LXIII	Education	„ LXV

Chapter IX. Literature, Ideographs, and

Language.....p. LXVII

Pre-Chun-chiu Period. p.	LXVII	Sung Period	p. LXXIV
Chun-chu Period	„ LXIX	Yuan (Mongolian)	
Chin and Han Periods „	LXXI	Period	„ LXXV
Wei, Chin, and S. & N.		Ming Period.....	„ LXXVI
Dynasties Periods...	„ LXXII	Ching (Manchu)	
Sui and Tang Periods „	LXXIII	Period	„ LXXVII
Ideographs & Language.....	p. LXXVII		

Chapter X. Trade and Industryp. LXXX

Trade	p. LXXX	Agriculture	p. LXXXVI
Industries	„ LXXXV	Mining	„ LXXXIX
Fishery.....	p. LXXXIX		

Chapter XI. History of Arts in Chinap. XCI

From the Yin to the Han Dynasty	p. XCI		
From the Time of the Three Kingdoms to the S. and N.			
Dynasties Period.....	„		XCIV
Arts under the Sui and Tang Dynasties	„		XCVIII
Arts in the Times of the Five Dynasties and of the Sung			
Dynasty	„		CII
Arts in the Yuan		Arts in the Ching	
Period	p. CX	Period	p. CXVII
Arts in the Ming		Industrial Arts.....	„ CXX
Period	„ CXIII	Copper Ustensils	„ CXX
Porcelain Ware	p. CXXII		

CHINA PROPER

General Information	p.	1
---------------------------	----	---

Route I. Mukden (Fengtien) to Peking	,,	2
--	----	---

Peking-Mukden Line ... p.	2	Shan-hai-kuan	p.	8	
Hsin-min	,,	4	Chin-wang-tao	,,	11
Kou-pang-tsu	,,	5	Pei-tai-ho	,,	12
Yingkou Branch Line ... ,,	6	Chang-li	,,	13	
Chin-hsien	,,	6	Lan-hsien	,,	14
Hsing-cheng	,,	7	Tang-shan	,,	15
Tientsin to Peking		p. 16			

Route II. Tientsin,—Tang-ku and Ta-ku ... p.	17
--	----

Hotels, Restaurants	p.	17	Steamer Service	p.	28
Consulates.....	,,	18	River Transportation.....	,,	30
Banks, Money	,,	19	Means of Conveyance in		
Post, Telegraph.....	,,	21	the City	,,	31
Foreign Firms	,,	21	Climate	,,	32
Situation & History	,,	22	Hospitals, Water Supply. ,,		33
Foreign Settlements	,,	23	Religion, Education	,,	34
Native City.....	,,	25	Trade	,,	35
Population	,,	27	Theatres, Clubs	,,	37
Government Offices	,,	27	Places of Interest	,,	37
Railways.....	,,	28	Tang-ku & Ta-ku	,,	39

Route III. Peking and Vicinity.....	p.	40
-------------------------------------	----	----

Hotels.....	p.	40	Places of Interest.....	p.	57
Tourist Agencies	,,	41	Purple Forbidden Pa-		
Legations, Banks	,,	41	lace	,,	57
Shops	,,	42	Winter Palace	,,	58
Situation, History	,,	44	State Museum.....	,,	59
General Description	,,	44	Central Park	,,	60
Public Offices	,,	47	Lama Temple.....	,,	60
Churches, Temples	,,	48	Confucian Temple.....	,,	63
Schools	,,	49	Temple of Heaven.....	,,	66
Climate, Hygiene	,,	50	Mt. Hsi-shan	,,	72
Itinerary Plans	,,	50	Botanical & Zoological		
Railways.....	,,	51	Garden	,,	72
Water Routes.....	,,	53	Summer Palace	,,	74
Industries	,,	54	Jade Fountain Hill ... ,,		76
Trade	,,	55	Tang-shan Spa	,,	77
Theatres, etc.	,,	57	Tung-chou	,,	78
Western Tombs	p.	78			

Route IV. Peking to Sui-yuan	p.	80
------------------------------------	----	----

Train Service.....	p.	80	Nan-kow.....	p.	82
Ching-ho, Sha-ho	,,	81	Ming Tombs	,,	82

Ching-lung-chiao	p. 85	Ta-tung-fu	p. 88
Pa-ta-ling	,, 86	Cave Temples of Yun-	
Kalgan	,, 87	kang	,, 89
Sui-yuan	p. 90		

Route V. Peking to Hankow p. 91

Peking-Hankow Line ...	p. 91	Tai-yuan-fu	p. 99
Train Service	,, 91	Cave Temple of Tien-	
Lu-kou-chiao	,, 93	lung-shan	,, 100
Liang-hsiang-hsien	,, 94	Shun-te-fu	,, 101
Kao-pei-tien	,, 95	Hsin-hsiang-hsien	,, 102
Hsiling Branch Line.....	,, 95	Huang-ho River.....	,, 103
Pao-ting-fu	,, 96	Cheng-chou.....	,, 104
Shih-kia-chuang	,, 98	Hsin-tien.....	,, 105
Cheng-Tai Railway	,, 98	Chi-kung-shan	,, 105
Hankow	p. 107		

Route VI. Hankow,—Hang-yang, and

Wuchang p. 108

Hotels, Restaurants	p. 108	Junks and Junk Trade ...	p. 118
Consulates	,, 108	Trade	,, 119
Currency.....	,, 109	Foreign Firms	,, 120
Banks	,, 110	Industries	,, 122
Situation, History	,, 111	Agriculture	,, 123
Climate, Hygiene	,, 112	Fishery	,, 124
General Description of		Places of Interest	,, 125
the Triple Cities.....	,, 113	Wuchang-Changsha Line.,	,, 127
Churches, Temples	,, 115	Chang-sha	,, 127
Schools	,, 116	Chu-chow	,, 128
Steamship Lines.....	,, 117	Ping-siang Colliery ...	,, 130

Route VII. Tientsin to Pukow p. 131

Tientsin-Pukow Line ...	p. 131	Chü-fou	p. 137
Tientsin Central Station...	,, 132	Tomb of Confucius ...	,, 137
Tê-chow	,, 133	Confucius	,, 138
Tsi-nan	,, 133	Chih-shêng-miao	,, 139
Tai-an	,, 134	Yen-tzu-miao	,, 141
Mt. Tai-shan	,, 134	Yen-chow	,, 142
Tai-miao	,, 136	Hsü-chow	,, 143
Pu-kow	p. 144		

Route VIII. Hsüchow to Kuanyintang p. 145

Lunghai & Pienlo Line... p.	145	Kuanyintang	p. 150
Kai-fêng	,, 146	Sian	,, 150
Lo-yang (or Ho-nan).....	,, 147	Loess Plain.....	,, 150
Cave Temple of Lung-men,,	148	Lan-chow	,, 152

Route IX. Tsi-nan p. 153

Hotels, Consulates..... p.	153	Climate, Sanitation	157
Banks, Shops	154	Communications.....	157
Situation, History	154	Trade	159
General Description	155	Industries	159
Public Buildings	155	Places of Interest	160

Route X. Tsinan to Tsingtau p. 163

Shantung Railway..... p.	163	Chin-ling-chen	167
Chou-tsun, Chang-tien ...	165	Ching-chou-fu.....	167
Poshan Branch Line	165	Wei-hsien	167
Tzu-chuan	166	Fang-tzu, Kao-mi	169
Po-shan	166	Kiao-chou	169

Route XI. Tsing-tau or Ching-tao p. 170

Hotels, Consulates..... p.	170	Climate, Sanitation	173
Banks, Currency.....	171	Communications.....	175
Firms, Stores	171	Trade, Industries	176
Situation, History	172	Places of Interest	177
General Description	173	Mt. Lao-shan	178

Route XII. Chefoo and Weihaiwei p. 180

Hotels, Consulates..... p.	180	Lung-kou	183
Banks, Currency.....	180	Communication by land...	184
Notable Products	181	Climate	184
Business Firms	182	Industries	185
Situation, History	182	Trade	186
Sea Communication	183	Weihaiwei	187

Route XIII. The Yangtze River as a Tourist**and Traffic Route** p. 189

General Description of		Wu-süeh	200
the River..... p.	189	Hwang-chow	201
Shanghai-Hankow		Tayeh Iron Mine	201
Route	193	Hankow	202
Steamer Service.....	193	Hankow-Ichang Route.	203
Tung-chow	193	Steamer Service	203
Chin-kiang	194	Sin-ti, Yochow	204
Nan-king, An-king ...	195	Sha-si, King-ehow.....	205
Kiu-kiang	196	I-chang	206
Kuling Summer Resort,	197	Hankow-Siangtan	
King-teh-chen	197	Route	207
Lake Po-yang.....	199	Steamer Service.....	207
Kiukiang-Nanchang		Lake Tung-ting.....	207
Railway	200	Siang-tan.....	208
Nan-chang	200	Heng-chow	209

Hankow-Changteh	Feng-tu p.	216
Route p.	Chung-king..... „	217
Chang-teh „	Cheng-tu „	220
chang-Chungking	Routes to Cheng-tu ... „	220
Route „	Description..... „	222
Steamer Service „	Places of Interest „	223
Ichang Gorge..... „	Mount O-mi-shan „	226
Hwang-ling-pu „	Cheng-tu to Si-an „	230
Kwei-chow..... „	Yunchan Pass „	231
Pa-tung „	Wu-lien „	231
Wu-shan Gorge „	Kien-chow „	232
Yun-yang „	Kwang-yüan „	232
Wan-hsien „		
	Railroad Possibilities for Cheng-tu.....p.	233

Route XIV. Nanking, including Pukow p. 234

Hotels, Restaurants p.	Schools p.	234
Banks, Currency „	Communications „	239
Post, Telegraph „	Industries „	240
Situation, History „	Trade „	241
Taiping Rebels „	Places of Interest „	243
General Description „	Itinerary Plan..... „	243
Climate, Sanitation „	Chi-hsia-shan Temple.. „	248
Government Offices „	Pu-kow „	249

Route XV. Shanghai-Nanking Line, including Chin-kiang and Soo-chow p. 250

Shanghai-Nanking Line... p.	Climate, Hygiene p.	250
Chin-kiang „	Communications..... „	257
Yang-chow „	Public Offices..... „	258
Ching-kiang-pu „	Industries, Trade „	259
Chang-chow, Wu-shih ... „	Places of Interest „	261
Soo-chow „	Water Route from Soo-	
Hotel, Currency..... „	chow to Hang-chow ... „	263
Situation, History „	Lake Tai-hu „	264
Foreign Concession ... „	Soo-chow to Shanghai ... „	264

Route XVI. Shanghai, including Woo-sung. p. 265

Arrival p.	Banks, Currency p	272
Conveyances „	Post, Telegraph „	273
Marine Routes „	Souvenir Shops „	273
Steamship Companies ... „	Newspapers „	274
Distance to other ports ... „	Situation, History „	275
Inland Water Routes..... „	Foreign Concessions „	276
Hotels..... „	Native City..... „	277
Consulates „	Population „	278
Custom-House „	Climate, Sanitation..... „	278

Itinerary	p. 279	Industries	p. 286
Administration	,, 280	Theatres	,, 287
Missions, Churches,		Public Gardens	,, 288
Schools	,, 281	Clubs	,, 289
Trade	,, 282	Places of Interest	,, 289
Foreign Firms	,, 283	Zi-ka-wei	,, 291
Markets	,, 285	Woo-sung	,, 291
Tsong-ming-tau	p. 292		

Route XVII. Shanghai to Han-chow p. 293

Shanghai-Hangchow Line p.	293	Sung-kiang	p. 294
Steamer Service	,, 293	Ka-shing	,, 294

Route XVIII. Han-chow, including

Shao-hing and Ningpo..... p. 295

Hotels.....	p. 295	Climate, Sanitation	p. 301
Banks, Currency	,, 296	Religion, Education	,, 301
Leading Firms	,, 297	Industries	,, 301
Situation, History	,, 297	Trade	,, 302
General Description	,, 297	Places of Interest	,, 303
Foreign Concessions	,, 298	Mo-kan-shan	,, 303
Communications	,, 298	Lake Si-wu ("West L.") ..	,, 304
Grand Canal	,, 299	Shao-hing	,, 309
Traffic on the Tsien-tang		Ningpo	,, 310
River	,, 300	Choushan Archipelago ...	,, 311

Route XIX. Foo-chow and Vicinity..... p. 312

Hotels, Restaurants	p. 312	Foreign Settlement	p. 317
Consulates	,, 312	Government Offices	,, 317
Banks, Currency	,, 313	Religion, Education	,, 317
Post, Telegraph	,, 314	Trade	,, 318
Itinerary	,, 314	Foreign Firms	,, 319
Situation, History	,, 315	Industries	,, 320
Population	,, 315	Communications.....	,, 320
Climate, Sanitation	,, 315	Places of Interest	,, 322
Description of the City ...	,, 316	San-tu-ao.....	,, 327

Route XX. Amoy (or A-mun) p. 328

Hotels.....	p. 328	Government Offices	p. 332
Consulates, Banks.....	,, 328	Religion, Education	,, 333
Telegraph Offices	,, 329	Trade	,, 333
Money.....	,, 329	Industries	,, 334
Firms, Shops	,, 330	Communications.....	,, 335
Situation, History	,, 330	Amoy-Changchow Ry. ...	,, 337
Climate, Sanitation	,, 331	Places of Interest	,, 337
Amoy Island	,, 332	Chuan-chow	,, 339
Chang-chow	p. 339		

Route XXI. Swatow p. 341

Hotels, Restaurants	p. 341	Foreign Settlement	p. 346
Banks, Money.....	„ 342	Religion, Education	„ 346
Business Firms	„ 343	Commerce	„ 347
Situation, History	„ 344	Communications.....	„ 347
Climate, Hygiene	„ 344	Hang-kiang River	„ 349
Population	„ 345	Places of Interest	„ 350
General Description	„ 345	Chao-chow	„ 350

Route XXII. Hongkong including Kow-loon

and Macao p. 353

Hotels.....	p. 353	Climate	p. 363
Consulates	„ 354	Hygiene	„ 364
Tourist Agency	„ 354	History	„ 364
Banks, Shops.....	„ 355	Population	„ 365
Importers & Exporters ..	„ 356	Colonial Government.....	„ 365
Steamship Companies ...	„ 357	Colleges, Schools	„ 366
Business Houses	„ 358	Churches.....	„ 366
Money.....	„ 358	Trade	„ 367
Hospitals	„ 359	Industries	„ 368
Public Buildings	„ 359	Communications	„ 370
Theatres, Clubs	„ 360	Places of Interest	„ 372
Postal Rates	„ 360	Kowloon.....	„ 375
Newspapers	„ 361	New Territory	„ 376
General Description	„ 362	Macao	„ 376

Route XXIII. Hongkong to Canton..... p. 380

Hongkong-Canton Rail		Description of Route.....	p. 381
way	p. 380	Steamer Route	„ 382
Train Service	„ 381	Description of Route.....	„ 383

Route XXIV. Canton (or Kwang-tung) p. 385

Hotels.....	p. 385	Trade	p. 395
Consulates	„ 385	Seventy-two Guilds	„ 397
Banks, Currency	„ 386	Industries	„ 398
Leading Firms	„ 386	Communications	„ 399
Post, Telegraph	„ 387	Junks	„ 400
Itinerary Plans	„ 388	Places of Interest	„ 402
Situation, History	„ 388	Canton-Hankow Railway ..	„ 409
Climate	„ 389	Ying-tek, Shiu-chow ...	„ 410
Population	„ 390	Samshui Branch Line ...	„ 410
Boat Communities.....	„ 390	Fat-shan	„ 410
General Description	„ 391	Sam-shui, Wu-chow ...	„ 411
Native City.....	„ 392	Kwei-lin, Nanning.....	„ 412
Foreign Settlement	„ 393	Kong-moon.....	„ 413
Education	„ 394	Sunning Railway	„ 413
Religion.....	„ 395	Kung-yik-pau, Sunning ..	„ 414

Route XXV. Hongkong to Haiphong p. 415

Steamer Service	..... p. 415	Hoi-how, Pak-hoi	..... p. 417
Kwang-chow-wan	..... „ 416	Hainan Island	..... „ 417
Haiphong	..... p. 419		

Route XXVI. Haiphong to Yunnan..... p. 420

Haiphong-Laokay-Yun-		Kokiu Tin Mines	..... p. 423
nan Railway	..... p. 420	Yunnan	..... „ 425
Hanoi	..... „ 420	Tung-chwan, Chao-	
Lao-kay, Ho-keou	..... „ 422	tung	..... „ 428
Meng-tseu	..... „ 423	Sia-kwan, Teng-yueh	..... „ 429

Index p. 430**Maps & Plans**

	PAGE
General Map of China Proper (1: 3,600,000)	in pocket of cover
China's Railways and Connections	<i>Facing</i> I
Tientsin (1: 35,000)	<i>Facing</i> 17
Peking (1: 36,000)	<i>Facing</i> 39
Environs of Peking (2: 400,000)	<i>Facing</i> 71
Hankow with Hanyang & Wuchang (1: 40,000)	<i>Facing</i> 107
Chang-sha	129
Si-an	151
Tsi-nan or Chi-nan (1: 25,000)	<i>Facing</i> 153
Tsing-tau or Ching-tao (1: 25,000)	<i>Facing</i> 169
Environs of Tsing-tau (1: 500,000)	<i>Facing</i> 175
Chefoo (1: 20,000)	<i>Facing</i> 179
Yangtze River—Shanghai-Hankow Section	192
„ „ —Hankow-Ichang Section	203
„ „ —Ichang-Chungking Section	211
Chêng-tu	221
Nanking (1: 46,000)	<i>Facing</i> 233
Soochow (1: 30,000)	<i>Facing</i> 255
Shanghai (1: 18,000)	<i>Facing</i> 265
Hangchow (1: 40,000)	<i>Facing</i> 295
Foochow (1: 25,000)	<i>Facing</i> 311
Environs of Foochow (1: 200,000)	<i>Facing</i> 321
Amoy (1: 40,000)	<i>Facing</i> 327
Environs of Amoy (1: 150,000)	<i>Facing</i> 335
Swatow (1: 15,000)	<i>Facing</i> 341
Hongkong (1: 17,000)	<i>Facing</i> 353
Environs of Hongkong (1: 50,000)	<i>Facing</i> 373
Macao	377
Canton (1: 25,000)	<i>Facing</i> 385
Map of Yunnan & Szechwan Provinces (1: 8,000,000)	<i>Facing</i> 415
Yunnan City	424

Illustrations

A typical flower-vase in glaze of light crimson colour, representing a landscape, made in the middle period of the Ching Dynasty	<i>Frontispiece</i>
	PAGE
The Imperial Throne of the Ta-ho-tien Hall, Purple Forbidden Palace, Peking	I
Pagoda of Tien-ning-szu Temple, Peking	IIIb
Chinese Coolies' Huts, made of earth and Kaoliang reeds.	VII
A Chinese bride	XVII
Marble stair-case to the Chi-nien-tien, Temple of Heaven	XXVII
Open-air curio shop	XXXIII
Lo-chiao-tzu cart with women passengers	— XXXVIII
Camels slaking their thirst	XLV
Chinese gentleman's coat—front and back—Chien-lung Era	L
Chinese lady's coats—Chien-lung Era	LII
Pork is a favorite meat with the Chinese	LIII
Street Barbers.	LVIII
Lamaist Priests	LXIV
Chinese Theatre—the star is the celebrated Mei Lanfang	LXXI
Open-air Market of earthenware	LXXVI
Demon masked priest of the Lama Temple, Peking	LXXIX
A Restaurant for lower-class people	LXXXIII
Manufacturing coal-balls for market	LXXXVI
Street-vender of broiled potatoes	XC
The Shih-ku, or "Stone Drums"	XCI
A stone pedestal on the Marble Pagoda, Pi-yun-szu	XCIII
Decorated ceiling (part) in Chi-nien-tien, Temple of Heaven	XCIV
Colossal images of Buddha, Yun-kang	XCV
General view of the Cave Temples, Lung-men	XCVI
Buddha Images carved out of the native rock, Lung-men	XCVII
Inscriptions on the Large Bell of Ta-chung-szu Temple	XCIX
Ancient Kakemono—flowers and birds, by Lu Chi	CI
Image of Kuan-yin, Lung-hsing-szu Temple, Cheng-ting-fu.	CVI
Dragon Screen made of glazed brick, Winter Palace, Peking	CX
Part of landscape picture scroll, by Wang Hui	CXIV
Chinese belle, by Tang Yin	CXVI
Lion and cubs, by Chou Chuan—Ming Period	CXVIII

	PAGE
Chinese porcelain, with gorgeous design in different colours—Ching Period	CXX
Dark-red carved lacquer—Ching Period	CXXI
Enamelled bronze incense burner of lotus flower pattern—Ming Period	CXXI
"Blue Porcelain" incense burner—Sung Period	CXXII
Porcelain flower vase—Ming Period	CXXIII
Bronze ceremonial bowl—Sung Period	CXXIII
The Pei-ling Mausoleum, Mukden	I
"The First Gate in the Realm," at Shan-hai-kuan	5
Distant view of Chin-wang-tao	8
Sea-bathing Resort, Pei-tai-ho	11
Ancient Tower of Chang-li	13
Tzu-chu-lin Wharf, Tientsin	18
Gordon Hall, Victoria Road, Tientsin	23
French Concession, Tientsin	26
Asahi Street, Japanese Concession, Tientsin	30
Li-kung-tzu Temple, Tientsin	38
Marble Platforms of the Temple of Heaven	40
Porcelain Pagoda outside the grounds (back) of the Summer Palace, Peking	40
Chung-wen-men Street	43
Front view of the Winter Palace	45
Inner Gate to the Office of the President of the Chinese Republic	46
Legation Quarter	48
Buddha Image, Lama Temple	52
Ta-ho-men Gate, Purple Forbidden Palace	56
Ching-shan Hill—p. 59 Lama Temple	61
Astronomical Observatory Instruments	64
Chi-nien-tien ("Temple of Heaven")	66
Marble Pagoda of the Huang-szu Temple	69
View of the Pi-yun-szu Temple, near West Hill	71
Summer Palace, Wan-shou-shan	74
Marble Boat, Summer Palace	76
Tang-shan Hotel and its open-air bath tanks	77
The Marble Gateway, Ming Tombs	80
Stone Elephants, Ming Tombs	82
Leng-szu-tien Hall, Chang-ling Mausoleum	84
The "Harp-playing Defile"—p. 85 A Part of the Great Wall	86
Yun-kang Cave Temples—General view	88
Carved Cliff on the Left Wing, Yun-kang	89
Tsienmen—West station, Peking	91
Tomb of Emperor Yung-cheng-ti, Hsi-ling	95
View of Tai-yuan City	99
Old Town of Cheng-chou	103
Chi-kung-shan, a Summer Resort	106

	PAGE
The British Bund, Hankow	109
Ta-pie-shan Hill as viewed from Wu-chang	113
The most prosperous Chinese Street in Hankow	116
Hanyang Iron and Steel Works	120
Ching-tswan-ko Tower—p. 124 Pagoda of the Pau-tung-sz	126
A View of Mt. Tai-shan	131
Approach to the Seng-hsien-fang Gate, Tai-shan	135
"South Heaven Gate," Tai-shan	137
Ta-cheng-tien, the Main Hall of the Confucian Temple	140
Holy Image of Confucius	142
Lung-ting, an ancient palace	146
Buddhist Carvings	148
Pai-ma-szu Temple, Lo-yang	149
A view outside the city wall of Tsinan	153
Po-tu-chuan Springs	156
Li-hsia-ting Hall, on Ta-ming-hu Lake	158
Mt. Li-shan with its Lung-tung-szu Temple	161
Chang-tien Station	164
Pei-ting Garden, Poshan—p. 166 Tzu-chuan Colliery	168
Sea-bathing Beach, Tsing-tau	171
Cherry Avenue, Asahi Park	174
Chiu-shui, gateway to Mt. Lao-shan	176
View from the summit of Mt. Lao-shan	178
Chefoo	181
View of Yen-tai-shan Hill, Chefoo	185
Hei-sz-hsia, one of the Ichang Gorges	189
Chin-shan-sz Temple, Chin-kiang	194
The Bund, British Concession, Kiu-kiang	196
Waterfalls on Mt. Lu-shan	198
Ku-ling, a noted Summer Resort	199
Tayeh Iron Works	201
Tsz-pi-shan Hill, Hwang-chow	202
Hsin-tan Gorge	206
A part of Chang-sha	208
An up-river Yangtze steamer	210
Hauling a junk through a gorge—p. 213	212
Wind-box Gorge	215
San-yu-tung Valley, near Ichang	219
Wu-shan Gorge	225
Pei-chi-ko Tower, Nanking	235
Chin-hwai-ho River and Flower-Boats—p. 242	238
Lake Mo-tsou-hu	241
Examination Hall	243
Hsiau-ling (Ming) Tomb	246
Hsiu-san Park	249
Chin-kiang	251
Feng-chiao or "Maple Bridge," Soo-chow	254

	PAGE
Yuen miao-kuo Temple—p. 257	260
Hau-chu sheng-sz Temple	262
International Concession as viewed from Pootung	267
Nanking Road, the principal street of Shanghai	270
The International Bund	275
Boone Road Market	279
The Race Course	285
“The Willow Pattern Tea-house”	288
Pagoda of the Loong-wha sz Temple	290
Shanghai North Railway Station	292
West Lake	295
Carp Pond, Ching-lien-szu Temple	299
Distant view of the Lei-fung-tah Pagoda	302
San tan Yin-yuch, West Lake	305
“Lake Heart Pavilion”	308
Foo chow, viewed from the Foreign Concession	312
Foreign Settlement, Foo chow	316
Nang-mong-tai kai, the main native street, Foo chow	318
Teing-hai-lou	323
Ung-chiong siang sei Temple, Foo chow	325
A vendor of Lichee nuts, Foo-chow	326
Amoy Harbour—p. 329	333
Jih-kung giam Rocks	338
Swatow Harbour	341
Han woon Kung tsz Shrine, Chao-chow	345
Kwong-tsai-kio bridge, Chao chow	349
Ku-koi-tao Pagoda on the Han kiang River	352
Distant View of Kowloon from Victoria City	354
Peak Tramway, Hongkong	357
Botanical Garden, Hongkong	360
Pedder Street, Hongkong—p. 364	369
Repulse Bay, Hongkong	
Junk Harbour, Hongkong	374
Hongkong-Canton Ry. Station, Canton	380
“Typical Avenue,” Canton	383
Shameen—foreign concession—Canton	387
Boat Communities on the Pearl River	391
A Street of modern Canton	396
Canton Park	401
The “72 Heroes Monument”	404
“British Bridge,” Shameen	409
Native Boat on the Pearl River	414
In Olong Bay	416
Boulevard Paul-Bert, Haiphong	418
The “Little Lake,” Hanoi	421
Chiau-san-kai Street, outside the S. Gate, Yunnan	426
On the way to Yunnan	428

Editor's Note

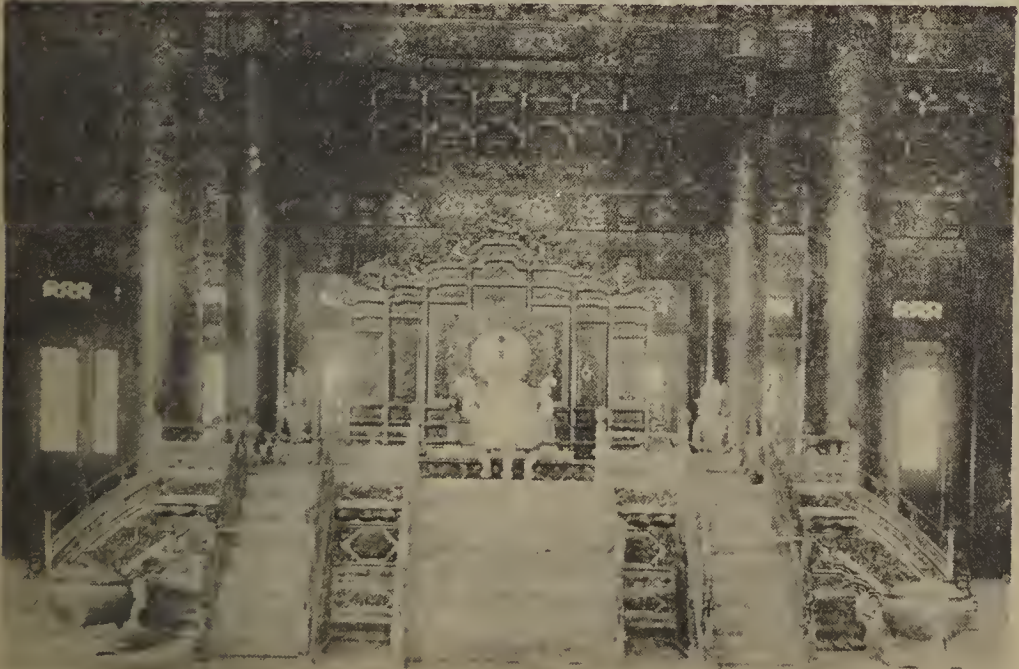
The pages following, from I to CXXIV, taken from Vol. IV, have been revised on essential matters. Otherwise they remain as in the first edition. Pages 1 to 429 have been rewritten and revised throughout.

Chapter I

Preparatory Information

I. Routes to China. There are three main routes to China from Europe and the American Continent: the Trans-Siberian, Suez, and North American routes. Mukden (Fengtien) is the principal place of entry into China for travellers over the Siberian route, thence *via* the Peking-Mukden Line to Tientsin and Peking, and from these railway centres the cities of Hankow, Tsingtau, Nanking, and Shanghai are reached by various lines. Shanghai may also be reached by rail south to Dairen from Mukden, thence by boat direct. Trans-Siberian travellers to Japan may proceed *via* Vladivostok, or from Mukden *via* the Chosen (Korea) Line to Fusan.

By the Suez route, the first port in China touched by travellers is Hongkong, which is connected with Canton by rail and steamer, and with Swatow, Amoy, and Foochow by steamer.



The Imperial Throne of the Ta-ho-tien Hall, Purple
Forbidden Palace, Peking

From North America, travellers land either at Shanghai or Hongkong. From Shanghai the important cities of North and Central China are reached by rail direct or by connecting lines, and Hankow and the Yangtze ports are also connected with Shanghai by steamer.

Outline of Routes. (1) *Siberian Route.* In normal times, this was the shortest route, the journey from London to Shanghai requiring only 14 days. At the time this book goes to press one through express train (dining and sleeping cars attached) is run weekly to and from Moscow and Chita (7 or 8 days), *fares*, 150 gold roubles (1st cl.), 90 g.r. (2nd). Between Chita and Vladivostok, one express train is run every two weeks, *via* Habarovsk, requiring about $6\frac{1}{2}$ days; *fares*, 177 g.r. (1st), 106 g.r. (2nd), about double the old rates. Passports are issued by the Russian government's representatives in foreign countries. At Peking, for the journey west, the passport costs 60 gold roubles, and is difficult to obtain. Usually two or three months are required to secure a passport.

The fares, sleeping berth and other charges, baggage regulations, fares for children, etc. fluctuate so much that it is advisable for travellers contemplating a journey over the Trans-Siberian Ry. to secure the particular information desired through the Tourist Agencies, or the International Sleeping Car Company.

(2) *Suez Route.* The following steamship lines maintain regular passenger service between Europe and Asia: Peninsular & Oriental S. N. Co. (British), Ellerman Line (British), Blue Funnel Line (British), Messageries Maritimes (French), Nippon Yusen Kaisha (Japanese), Osaka Shosen Kaisha (Japanese), and Lloyd Triestino (Italian). Besides these, service is being maintained between Germany and Asia by the Norddeutscher Lloyd, Hamburg-America, and Hugo Stinnes Lines. The rates given in the detailed description of the service of the above lines at the time of publication are the first class rates; round trip tickets on some of them are sold at slight reductions. The freight steamers of some of the lines carry a few passengers at lower rates than those stated, and the longer stops at the ports enable passengers to visit many interesting places en route, though the comfort obtained on these steamers depends largely upon the class of cargo carried and the season in which the voyage is made. The journey between London and Shanghai averages about 41 days by the fastest steamers, which may be lessened about a week by rail across Europe to Marseilles or other Mediterranean departure points.

After leaving the northern ports of the Mediterranean the usual ports of call en route are Port Said, or Suez, Aden, Colombo, Penang, Singapore, Hongkong, and Shanghai. Other ports reached by the several lines are given in the details of

those lines. The fares and time given are in each case the fares and time to Shanghai.

Peninsular & Oriental S. N. Co. London-Yokohama, fortnightly service, calling at Gibraltar, Marseilles, and Penang in addition to the ports above named, and at Bombay, by some steamers, 41 days, £100-106 (1st saloon), £68-74 (2nd saloon). *Ellerman Line.* London-Yokohama, about every six weeks, 44 days, £98-105. *Messageries Maritimes.* Marseilles-Yokohama, fortnightly, calling at Djibouti and Saigon in addition to the regular ports, 33 days, £86-102. From London, by train to Marseilles, £93-108. *Nippon Yusen Kaisha.* London-Yokohama, fortnightly, calling at Antwerp, Suez, and regular ports, 41 days, £125. *Osaka Shosen Kaisha,* Hamburg-Yokohama, monthly, calling at Antwerp, regular ports, and Dairen, 49 days, £80 from Hamburg, Antwerp, Rotterdam, or London. *Lloyd Triestino.* Trieste-Yokohama, monthly, calling at Venice, Brindisi, Massowah, and regular ports, 45-50 days, £86. *Blue Funnel Line.* Liverpool-Shanghai or Yokohama, sailings monthly, calling at regular ports, 39 days, £106. *Norddeutscher Lloyd.* Hamburg-Yokohama, monthly, passenger and freight steamers alternating—calling at Bremen, Rotterdam, Antwerp, Genoa, Belawan, Manila, regular ports, and Tsingtau, 55 days, £84. *Hamburg-America.* Hamburg-Yokohama, about monthly, calling at Antwerp or Rotterdam and regular ports, 48 days, £80. *Hugo Stinnes Line.* Hamburg-Yokohama, calling at Bremen, Rotterdam, Antwerp, and regular ports, monthly, 50 days, £83-115.

(3) *North American Route.* From Europe to Asia this route is *via* the Atlantic Lines of steamers, the Trans-Continental Rail Lines across America, and the Pacific Steamship Lines. The time of transit and the expense of travel depends upon the lines chosen for the journey. The continuous trip, London to Shanghai, is now made in 26 days *via* Vancouver, 27 days *via* Seattle, 33 days *via* San Francisco; all of them shorter than *via* the Suez route. At the time this edition goes to press the Admiral Oriental Line, Pacific Mail, Tōyō Kisen Kaisha, and Canadian Pacific Steamships quote £120, 1st class, for the trip from Europe to Shanghai, sleeping berth and meals on trains extra. On the American railway lines and Pacific steamers, 350 lbs. of baggage are allowed to the holder of a 1st cl. steamer ticket. The ticket, or a receipt stating that it has been purchased, must be shown when the baggage is checked.

The following service is maintained from the Pacific coast *via* Japan ports: *unless otherwise given the 1st cl. fare to Shanghai on each line is \$346; the time given in each case is to Shanghai: Canadian Pacific Steamships.* Vancouver-Hongkong, fortnightly, 15 days. *Admiral Oriental Line.* Seattle-Hongkong, every 12 days—16 days. *Pacific Mail.* San

Francisco-Hongkong, fortnightly, *via* Honolulu, 22 days. *Toyo Kisen Kaisha*. San Francisco-Hongkong, fortnightly, *via* Honolulu, 27 days. Some of the steamers call at Nagasaki and Dairen. This line features the "Same Ship Circle Cruise," round trip, San Francisco-Hongkong, 68 days; at sea, 45 days, on shore, 23 days. Laying over between ships enables passengers to visit interior places in China or Japan. First cl. tickets on above four lines are interchangeable. The lines running *via* Honolulu enable the passenger to stop over between steamers for a tour of the islands. *Nippon Yusen Kaisha*. Seattle-Hongkong, fortnightly, *via* Nagasaki, 28 days, \$240. *Osaka Shosen Kaisha*. Tacoma-Hongkong, fortnightly, 28 days, \$255.

China is also reached from South America, Australia, the East Indies and other points by various lines of steamers. Between Japan and China there is frequent service not only to Shanghai and Hongkong, but to Tientsin, Newchwang, Chefoo, Tsingtau, and Dairen. In the S., Foochow, Amoy, Swatow, Macao, and Canton have the steamer facilities mentioned in the descriptions of these places in the pages following.

II. Passports, Laws, and Customs tax. *Passports* are necessary for travel to the interior of China and for travel extending more than 30 m. from a treaty port except on trains, or on steamers operating under a foreign flag. Such passports, called *Hu-chao*, issued by the consuls of the several nations and endorsed by Chinese local magistrates, are good for a specified time (maximum, 13 months), entitling the bearer to travel freely in the provinces named in the passport. A passport is a valuable guarantee of the bearer's nationality and foreigners remaining in China should register at their consulate. *Laws*. Foreigners in China are subject only to the laws of their own country, and to trial by the courts of their country or by their consuls; they are exempt from the application of Chinese laws. British and American Supreme Courts and courts of other nationalities are established in Shanghai. In this book, although the American courts are dealt with, the subject-matter applies also to the tribunals of the other Treaty Powers. Sessions of the court are held almost continually at Shanghai, and one regular term, presided over by the Judge of the Shanghai court, is held yearly at Tientsin, Hankow, and Canton. Special sessions are held when the occasion arises at any of the existing 15 American consular courts in China.

Customs. There are three kinds of custom-houses: the *Hai-Kuan* ("Maritime Customs"), known also as *Hsin-Kuan* ("New Custom-Houses"), the *Chiu-Kuan* ("Old Custom-Houses") and the *Li-chin-chü*, or *Li-chin* offices. Each service is operated under different administrations.



Pagoda of Tien-ning-szu Temple, Peking—p. 68

The Hai-kuan are controlled by a famous service organized by the late Sir Robert Hart. The service consists of officials of different nationalities, who are presided over by the Inspector-General and Sub-Inspector-General, only the subordinate members being Chinese. The main work of the service consists in the collection of export and import duties, transit duties (*Tzu-kou-pan-shui*), coastwise trade and tonnage dues, and various other duties. The Maritime Customs service also has control over the bonded warehouses and other warehouses, lighthouses, and other affairs connected with harbours and water routes. *The Tariff* (Export and Import duties) was fixed at 5% *ad valorem* by the Treaty of Nanking (1842). But in 1860 by the Tientsin Treaty a few exceptions were made, the rate being raised in the case of certain articles, while others were freed altogether. Fire-arms, gunpowder, and salt are prohibited articles. *The Transit Duties* are levied at the Maritime Customs offices in place of the old customs and Lichin duties. The transit duties are fixed, according to the Tientsin Treaty, at $\frac{1}{2}$ of the import duty in the case of dutiable articles, and at $2\frac{1}{2}\%$ *ad valorem* in the case of duty-free articles. By paying the transit duties, imported merchandise destined for the interior is freed from the various exactions of native customs (Old Customs and Lichin duties), which often amount in the end to several times the original cost of those articles. *The Coastwise Trade Duties* are levied, at the same rate as the transit duties already mentioned, on native articles imported through any China port after having been shipped from another China port (at the latter port, the articles have to pay export duties at the same rate as in the case of export for foreign countries).

The Chiu-kuan, or Old Customs, are traced to very early times, even to the time of the Chou Dynasty (1122–255 B.C.). It is clearly on record that in 136 B.C. the famous *Wu-ti* of the Han Dynasty levied taxes on trade. On the founding of the capital at *Chin-ling* (the present Nanking) in 317 A.D., under the Eastern Chin (or *Tung-chin*) Dynasty, custom-houses were established at certain important towns on highways, as the names *Shih-tou-tsin* and *Fang-shan-tsin* (near Nanking) bear witness to this day. Under *T'è-tsung* of the Tang Dynasty (780–804), these custom stations were established throughout the Empire. Under the late Ching or Manchu Dynasty, the customs service was controlled by the central authorities at Peking, and the exactions came to consist, besides the regular *ad valorem* duty on merchandise, of various fees, such as the fees for certifying that the goods have been duly taxed and for the examination of the goods, the discount on silver paid for duties, *etc.*, *etc.*

The Lichin duty is commonly believed to have originated in the time of the Taiping Rebellion,—the Peking Government out of sheer necessity resorting to this new taxation as a war-time measure. Originally the rate was fixed at 1% *ad valorem*, but nowadays 2%, 3%, even 5% is levied at certain places; and the taxation, instead of being considered final when once levied, is repeated at different *Lichin stations*, when goods are being carried to long distances.

The Old Customs and Lichin duties together often mount up in the end to several times the original value of the goods. The goods for which the transit duties have been paid at the port of their importation are, as already pointed out, freed from these vexatious exactions.

Besides the above-mentioned taxes there is another kind of tax called *Lo-ti-shui*, a duty levied at the gates of cities, corresponding to the former *octroi* of France. At the Chung-wên-mên Gate, Peking, there is this *octroi* office (*Shang-shui Ya-mên*), which levies a 3% *ad valorem* duty on goods belonging to foreigners, and 5% on the personal effects and 10% on merchandise belonging to Chinese. In Tientsin there is the *Chou-kuan-chü*, which levies the *octroi* on liquor, also on tobacco. In Shanghai various trade associations have established what is called *Jên-chüan Kung-so*, an office which looks after the payment of *octroi* duties for its members. The rates are not at all uniform throughout China; though goods belonging to foreigners are generally taxed at a lower rate.

III. Itinerary Plans. From its great extent of territory and its long and varied history, China Proper is exceedingly rich in sights of interest to travellers—beautiful scenery (which is at the same time rich in historical associations), splendid temples, pagodas, and halls, as well as bridges and canals, giving evidence of the high state of engineering knowledge attained in former ages—but many of these are difficult of access to ordinary tourists, as they lie far away from railways or lines of steamer service. The few itinerary plans which are given below comprise only regions which are within the reach of railway or steamer; the rest of the territory may be visited only on horseback, by palanquins, or by junks,—a tedious mode of travel entailing great hardships and an incredible amount of time.

Itinerary Plans having Fengtien as their starting-point:—

(1) One week's tour,—Fengtien to Peking and back;

- | | |
|--|--|
| 1st day,—By rail from Fengtien to Shan-hai-kuan; | 4th day,—By rail to Tientsin (sight-seeing in Tientsin); |
| 2nd day,—By rail to Chin-wang-tao (visit to the new harbour of Chin-wang-tao); | 5th day,—By rail to Peking (sight-seeing in Peking); |
| 3rd day,—By rail to Tang-shan (visit to the famous colliery); | 6th day,—Sight-seeing in Peking and environs (night train for Fengtien); |
| | 7th day,—Arrival at Fengtien. |

(2) One week's tour,—Fengtien to Shanghai, *via* Nanking;

- | | |
|--|---|
| 1st day,—Leave Fengtien by rail for Tientsin; | 5th day,—By rail for Nanking, <i>via</i> Tientsin, Chi-nan, and Pu-kow; |
| 2nd day,—Arrival at Tientsin and sight-seeing; | 6th day,—Arrival at Nanking and sight-seeing; |
| 3rd day,—By rail to Peking; | 7th day,—By rail from Nanking to Shanghai, <i>via</i> Chin-kiang. |
| 4th day,—Sight-seeing in Peking and vicinity; | |

(3) One week's tour,—Fengtien to Dairen, *via* Chefoo;

- | | |
|--|---|
| 1st, 2nd, and 3rd days,—as in Plan (2); | 5th day,—Arrival at Chefoo and sight-seeing; |
| 4th day,—By steamer from Tientsin to Chefoo (there is as a rule one steamer every 3 days); | 6th day,—By steamer (daily service) for Dairen; |
| | 7th day,—Arrival at Dairen. |

(4) Two weeks' tour,—Fengtien to Dairen, *via* Ching-tao and Chefoo;

- | | |
|--|--|
| 1st day to 5th day,—as in Plan (1); | 11th day,—Sight-seeing in Ching-tao and environs; |
| 6th day,—Sight-seeing in Peking and environs; | 12th day,—By steamer (once in 4 days) to Chefoo; |
| 7th day,—Visit to Kalgan (on the Mongolian frontier) by rail; | 13th day,—Arrival at Chefoo (sight-seeing) and departure for Dairen (one steamer daily); |
| 8th day,—From Kalgan back to Peking; | 14th day,—Arrival at Dairen. |
| 9th day,—By rail from Peking to Chi-nan (sight-seeing at Chi-nan); | |
| 10th day,—By rail to Ching-tao; | |

(5) Two weeks' tour,—Fengtien to Shanghai, *via* Ching-tao;

- | | |
|---|---|
| 1st day to 9th day,—as in Plan (4); | 12th day,—Sight-seeing in Ching-tao and environs; |
| 10th day,—Sight-seeing in Chi-nan and environs; | 13th day,—Departure by steamer (once in 4 days) for Shanghai; |
| 11th day,—By rail from Chi-nan to Ching-tao; | 14th day,—Arrival at Shanghai. |

(6) Two weeks' tour,—Fengtien to Shanghai, *via* Peking, Hankow, and Nanking;

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| 1st day to 8th day,—as in Plan (4); | ture for Shanghai (steamer daily); |
| 9th day,—By rail from Peking for Hankow; | 12th day,—Call at Kiu-kiang; |
| 10th day,—Arrival at Hankow (sight-seeing); | 13th day,—Arrival at Nanking and sight-seeing in the city and environs; |
| 11th day,—Sight-seeing in Hankow, Han-yang, and Wu-chang, and departure for Shanghai (steamer daily); | 14th day,—By rail from Nanking to Shanghai, <i>via</i> Chin-kiang. |

(7) Two weeks' tour,—Fengtien to Shanghai, *via* Chi-nan, Pu-kow, and Nanking;

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| 1st and 2nd days,—as in Plan (2); | 10th day,—By rail from Nanking to Soochow (sight-seeing); |
| 3rd day,—Sight-seeing in Tientsin and environs; | 11th day,—Sight-seeing in Soochow and departure by steamer (daily service) for Hang-chow; |
| 4th day,—By rail from Tientsin to Peking (sight-seeing); | 12th day,—Arrival at Hang-chow (sight-seeing); |
| 5th day,—Sight-seeing in Peking and environs; | 13th day,—Sight-seeing in Hang-chow and environs; |
| 6th day,—By rail from Peking to Chi-nan, <i>via</i> Tientsin; | 14th day,—By rail to Shanghai. There is also a daily steamer service between Hang-chow and Shanghai (Leaving Hang-chow in the afternoon of the 13th day and reaching Shanghai on the 14th day). |
| 7th day,—Sight-seeing in Chi-nan and environs; | |
| 8th day,—By rail from Chi-nan to Nanking, <i>via</i> Pu-kow; | |
| 9th day,—Sight-seeing in Nanking and environs; | |

(8) Three weeks' tour,—Fengtien to Shanghai, *via* Tientsin, Peking, and Hankow;

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| 1st day to 10th day,—as in Plan (6); | 15th day,—By steamer for Nanking; |
| 11th day,—Sight-seeing in Hankow, Han-yang, and Wu-chang; | 16th day,—Arrival at Nanking (sight-seeing); |
| 12th day,—By steamer (daily service) to Ta-yeh (visit to the Tayeh Iron-mines); | 17th day,—By rail from Nanking to Soochow; |
| 13th day,—By steamer (daily service) to Kiu-kiang (sight-seeing); | 18th day,—Sight-seeing and leave by steamer for Hang-chow; |
| 14th day,—Visit to Lu-shan (sanatorium); | 19th day,—Arrival at Hang-chow; |
| | 20th and 21st days,—as on the 13th and 14th days in Plan (7). |

(9) Four weeks' tour,—Fengtien to Shanghai, *via* Peking, Hankow, and Nanking;

1st day to 10th day,—as in Plan (6);

11th day,—Sight-seeing in Hankow, Han-yang, and Wu-chang;

12th day to 19th day, either a visit to I-chang by steamer (service once in 4 or 5 days), *via* Yo-chow and Shasi, or a similar visit to Chang-sha and Siang-tan (service once in 4 or 5 days, except during winter months,

when the service is stopped), *via* Yo-chow. (Between Chang-sha and Ping-siang Colliery, there has recently been opened a railway service).

20th day,—By steamer from Hankow for Kiu-kiang;

21st day to 28th day as on 14th day to 21st day in Plan (8).

Itinerary Plans, having Shanghai as their starting-point:—

(10) One week's tour,—Shanghai to Nanking and back, *via* Hang-chow and Soo-chow;

1st day,—By rail from Shanghai to Hang-chow;

2nd day,—Sight-seeing in Hang-chow and environs;

3rd day,—By steamer from Hang-chow to Soo-chow;

4th day,—Arrival at Soo-chow (sight-

seeing);

5th day,—Sight-seeing in Soo-chow and by rail to Nanking;

6th day,—Sight-seeing in Nanking and environs;

7th day,—By rail from Nanking to Shanghai, *via* Chinkiang.



Chinese Coolies' Huts, made of earth and Kaoliang reeds.

(11) Two weeks' tour,—Shanghai to Fengtien, *via* Nanking, Chi-nan, Ching-tao, Tientsin, and Peking;

1st day,—From Shanghai to Soo-chow (either by steamer or rail);

2nd day,—Sight-seeing in Soo-chow, and by rail to Nanking;

3rd day,—Sight-seeing in Nanking and environs;

4th day,—By rail for Chi-nan, *via* Pukow;

5th day,—Arrival at Chi-nan and sight-seeing;

6th day,—By rail from Chi-nan to Ching-tao;

7th day,—Sight-seeing in Ching-tao and environs;

8th day,—By rail from Ching-tao to Chi-nan;

9th day,—By rail from Chi-nan to Tientsin;

10th day,—Sight-seeing in Tientsin and vicinity;

11th day,—By rail from Tientsin to Peking;

12th day,—Sight-seeing in Peking and environs;

13th day,—Sight-seeing, and leave by rail for Fengtien;

14th day,—Arrival at Fengtien.

(12) Two weeks' tour,—Shanghai to Fengtien, *via* Nanking, Hankow, Peking, Tientsin;

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| 1st day to 3rd day,—as in Plan (11); | 10th day,—Sight-seeing in Peking and vicinity; |
| 4th day to 6th day,—By steamer from Nanking to Hankow, <i>via</i> Kiu-kiang; | 11th day,—By rail from Peking to Tientsin; |
| 7th day,—Sight-seeing in Hankow, Han-yang, and Wu-chang; | 12th day,—Sight-seeing in Tientsin and vicinity; |
| 8th day,—By rail from Hankow for Peking; | 13th day,—By rail from Tientsin for Fengtien; |
| 9th day,—Arrival at Peking; | 14th day,—Arrival at Fengtien. |

(13) Three weeks' tour,—Shanghai to Dairen, *via* Hang-chow, Nanking, Chi-nan, Ching-tao, Tientsin, Peking, Chefoo;

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| 1st day,—By rail or by steamer from Shanghai for Hang-chow; | 11th day,—By rail from Ching-tao to Chi-nan; |
| 2nd day,—Sight-seeing in Hang-chow and vicinity; | 12th day,—By rail from Chi-nan to Tientsin; |
| 3rd day,—Sight-seeing, and leave by steamer for Soo-chow; | 13th day,—Sight-seeing in Tientsin and vicinity; |
| 4th day,—Arrival at Soo-chow (sight-seeing); | 14th day,—By rail from Tientsin to Peking; |
| 5th day,—Sight-seeing, and leave by rail for Nanking; | 15th day,—Sight-seeing in Peking and environs; |
| 6th day,—Arrival at Nanking and sight-seeing; | 16th day,—By rail from Peking to Kalgan; |
| 7th day,—By rail for Chi-nan, <i>via</i> Pukow; | 17th day,—From Kalgan to Tientsin, <i>via</i> Peking; |
| 8th day,—Sight-seeing in Chi-nan and vicinity; | 18th day,—From Tientsin by steamer (once in 4 or 5 days) for Chefoo; |
| 9th day,—By rail from Chi-nan to Ching-tao; | 19th day,—Arrival at Chefoo and sight-seeing; |
| 10th day,—Sight-seeing in Ching-tao and vicinity; | 20th day,—By steamer from Chefoo for Dairen; |
| | 21st day,—Arrival at Dairen. |

(14) Four weeks' trip,—Shanghai to Dairen, *via* Hankow, Peking, Tientsin, Chefoo;

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| 1st day to 11th day,—Shanghai to Hankow, <i>via</i> Hang-chow, Soo-chow, Nanking, Kiu-kiang—as on 11th day to 21st day in Plan (8), but following the itinerary in the inverse order; | and Siangtang—as on 12th day to 19th day in Plan (9); |
| 12th day to 19th day,—An excursion either to I-chang or to Chang-sha | 20th day to 24th day,—Hankow to Tientsin, <i>via</i> Peking as on 7th day to 11th day in Plan (12); |
| | 25th day to 28th day,—Tientsin to Dairen, <i>via</i> Chefoo—as on 4th day to 7th day in Plan (3); |

(15) Two weeks' tour,—Shanghai to Hongkong, *via* Foo-chow, Amoy, Swatow, Canton, Macao;

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| 1st day,—Leave Shanghai for Foo-chow by steamer (once in 4 days); | 8th day,—Sight-seeing in Hongkong and vicinity; |
| 2nd day,—Arrival at Foo-chow; | 9th day,—By rail from Hongkong (Kowloon) for Canton; |
| 3rd day,—Sight-seeing in Foo-chow and vicinity; | 10th day,—Sight-seeing in Canton; |
| 4th day,—Leave by steamer (once in 3 days) from Foo-chow for Amoy; | 11th day,—By steamer (daily) from Canton to Hongkong; |
| 5th day,—Call at Amoy and leave for Swatow; | 12th day,—By steamer from Hongkong to Macao; |
| 6th day,—Call at Swatow and leave for Hongkong; | 13th day,—Arrival at Macao, and sight-seeing; |
| 7th day,—Arrival at Hongkong; | 14th day,—Return to Hongkong. |

IV. Climate; Time of Visit. *Climate.* In speaking about the climate of China Proper, we shall do so under the three headings of North, Middle, and South China. We must remember, however, that there are no definite natural boundaries to mark off these divisions. Roughly speaking it may be said that North China is the basin of the *Huang-ho*, Middle China that of the *Yangtze*, and South China that of the West River. Some writers regard China as being divided into three parts by two mountain ranges—*Pei-ling* ('North Range') and *Nan-ling* ('South Range')—running from the western highlands, adjoining Tibet, toward the E. coast (though these ranges go only half-way). We may say for the sake of convenience that North China extends from the Mongolian and Manchurian frontiers to lat. 35° N.; Middle China from lat. 35° to 24° N., and South China from lat. 24° to 20° N.

In North China, the winter months (November to March) are bitterly cold, the rivers are mostly frozen,—the mercury registering on an average 5° below zero Centigrade (or 23° Fahr.). But the weather is generally bright and unclouded; there is often hot sunshine accompanied by freezing gales (with the coming of the N.E. monsoon)— 70° to 80° in the sun and 10° to 20° Fahr. in the shade. On the other hand, the summer is warm (*average temperature*, 26° C. or 78.8° Fahr.), accompanied by a copious rainfall; certain parts of North China are subject to frequent ravages of floods. The best time to visit North China is in spring and autumn, when the weather is comparatively dry. Middle China is less subject to extremes of temperature than either the N. or the S. During the rainy season, which comes earlier than in the N., that is in April and May, the rivers everywhere become swollen,—many of the river-side towns often being partially submerged for several days. The dry weather comes in February, March, September, and October, which are the most agreeable and healthiest times in the year. South China, through the middle portion of which runs the Tropic of Cancer, is warm, but not so warm as many would infer from its latitude. The rainy season comes in summer, and the winter months are generally dry. There is a great difference in humidity between these two seasons, it often happening that there is ten times as much rain in summer as in winter.

The climate of China is greatly influenced by the prevailing winds. The S.W. monsoon blows from April to October and often with great force in June, July, and August. These summer months are hot and rainy. The water vapour carried by the S.W. monsoon steadily grows less as it goes N., as may be inferred from a diminishing rainfall; thus the average rainfall in Canton is 70 in., in Shanghai 30 in., and in Tientsin 16 in. The N.E. monsoon blows between the middle of October and the following March, being strongest in December, when the weather is generally dry. The S. coasts are often visited by typhoons, cyclonic storms of great power, which, taking their rise in the China seas, pursue a north-westward course, working tremendous havoc everywhere.

Time of Visit. From the foregoing description of the climate, it will be seen that on the whole the best way to see the whole of China in one visit is to spend the autumn in North China, the late autumn and early winter in Middle China, and late winter and early spring in South China. But the climate of China is nowhere and at no time unbearable, and by taking proper precautions this most interesting land may be visited at all seasons of the year.

V. Hotels and Restaurants. *European Hotels:* In nearly all the large treaty ports there are good European hotels. Among the well-known ones may be mentioned: *Peking*, Grand Hôtel de Pékin, Grand Hôtel des Wagons-lits; *Tientsin*, Astor House Hotel, Court Hotel, Imperial Hotel; *Hankow*, Terminus Hotel; *Tsingtau*, Grand Hotel, Strand Hotel; *Shanghai*, Astor House Hotel, Palace Hotel, Burlington Hotel, etc.; *Nanking*, Bridge House Hotel; *Hongkong*, Hongkong Hotel, Repulse-Bay Hotel, Peak Hotel; *Canton*, Victoria Hotel. Tariff (American Plan), about \$10-13; two persons sharing a single room may obtain a reduction.

Japanese Hotels. There are Japanese hotels in all the treaty ports, even at places like Soo-chow and Kiu-kiang where there are no European hotels. Many of these hotels, though fitted up generally in the Japanese style (see under *Inns*, Chapter I, Introductory Remarks, Vol. II), have a few semi-European rooms and provide European food (*viz.*, at *Tientsin*, Tokiwa Hotel, Fuyō-kwan; at *Hankow*, Matsu-no-ya; at *Shanghai*, Hōyō-kwan, Tō-wa Yōkō. Tariff (room and three meals), \$7 to 10. *Chinese Inns*, called *Ko-chan* or *Ko-tien*, are found in all large towns. Some of these, at the larger treaty ports, are quite extensive establishments, the rooms being furnished with beds, and food being provided *à la carte*. At these better-class inns, the room-charge is from 300 to 800 cash (30 to 80 cents). But as no provision is made with a view to meeting the requirements of foreign visitors, the latter are advised not to patronize them, unless compelled to do so from lack of any better accommodation. Chinese inns of the poorer class are no better than the inns (*Chu-mak*) of Chōsen, and are unspeakably filthy.

It may be mentioned that the upper class Chinese like the mandarins, when travelling in the interior, take with them bedding, washbasins, and other daily requisites, being accompanied by several servants; and they try to obtain lodging in a government house or the house of a friend. It goes without saying that Europeans travelling in the interior will have to provide themselves plentifully with food and bedding, and be prepared to stop at a very filthy *Ko-chan*, whenever there is no friendly roof to give them shelter. When stopping at the house of a native friend, it is usual to tip the servants (*Kēn-pān-tē*) or the cook (*Chu-tzu*) at the rate of 50 cents (or less) each.

Restaurants. *European Restaurants.* For regular dinners or banquets one must go to the European hotels, but good, simple meals are generally obtainable at the various European restaurants (*Fan-tsai-kuan*), which are found in Peking, Tientsin, Hankow, Ching-tao, Shanghai, Hongkong, etc. These are kept either by Europeans or Chinese. Tariff, for lunch (*table d'hôte*) \$1-1½. *Japanese Restaurants:* European tourists may always go to any of the

better-class Japanese hotels and order meals. There are, besides, regular Japanese restaurants at Peking, Tientsin, Shanghai, Hankow, etc., where Japanese dinners are served after the real Japanese fashion. *Chinese Restaurants*, called *Fan-kuan* or *Fan-chuang* (also known as *Chiu-kuan* or *Chiu-lou*), are found in all large towns; some of them at the larger treaty ports being large, commodious establishments. The rooms are fitted up in true Chinese style, with chairs and stools, and are largely patronized by the official classes or wealthy gentry. Very elaborate menus are provided, the cuisine of these establishments being upon a very sumptuous scale.

As soon as a party of guests enter the house, they are served with tea, and handed clean towels, rinsed in hot water, which are for wiping the face and hands. Then a waiter takes the order for the meal. The waiters are all males, while in Japanese restaurants the service is conducted always by well-dressed maids. There are now set on the table in front of each guest a wine-cup (*chiu-pei*), a pair of chopsticks (*kuai-tzu*), a spoon (*shih-tzu*), a small dish (*tieh-tzu*) paper (*chih-tzu*, for occasionally wiping the wine-cup, etc.), a toothpick (*ya-chien*), etc. Different dishes are served in common,—each guest helping himself by means of his chopsticks or spoon. After the meal is over, the waiters remove chopsticks, wine-cups, and everything else from the table, and again bring warm, damp towels for wiping the face and hands. For elaborate dinners the order should be given a few days beforehand. Charges are made for a dinner for the party (usually of 8 persons) as a whole.

The dishes served on the table are usually of two kinds, large (*Ta-tsai*) and small dishes (*Hsiao-tsai*). The small dishes are set before each guest from the beginning and consist generally of condiments—water-melon seeds (*kuo-tzu*) and pea-nuts (*lo-hua-shêng*), which are regarded as indispensable; while among other small dishes may be mentioned *shih-ping* (dried persimmons), *lung-yen* (lungan), *li-chi* (lichee), *sung-tzu* (pine-tree seeds), *lien-tzu* (lotus seeds), *hêng-jên* (apricot stones), *hu-tao* (walnuts), *tza-tzu* (jujube), *ming-chiang* (ginger preserved in sugar), *tung-kua-tang* (white gourd-melon preserved in sugar), *lien-tzu-tang* (lotus seeds preserved in sugar), *huo-tui* (ham), *pi-tan* (eggs preserved in lime), small fish boiled in soy, and fresh fruits. The large dishes, in the case of parties served in common, consist of all sorts of delicacies, such as *hsiung-chang* (bears' palms), *lo-wei* (rump-meat of deer), *yen-wo* (swallows' nests), *yü-chih* (sharks' fins), *hai-shen* (trepang), *fao-yü* (sea-ears), *hsia-jên* (shrimps), *yü-tu* (fish stomachs), *shêng-kan* (dried shell-fish), *hsieh-jên* (crabs), *chu-jou* (pork), *chi-jou* (chicken), *ya-jou* (ducks), *kwei-yü* (Mandarin fish), *li-yü* (carp), *pêng* (a kind of oyster) from Foo-chow, etc., etc. Among the dishes above named, bears' palms, deer's rump-meat, swallows' nests, and sharks' fins are considered supreme delicacies. (For the Chinese cuisine, see P. LV).

Money

In China a coin is worth only the actual market value of the metal it contains. The silver coins, the Mexican dollar, and the Chinese dollar with the effigy of Yuan Shih Kai, the latter issued by the Chinese government mint, are acceptable everywhere in China, but minor coins of the provincial mints,

and bank notes issued by the banks of different cities may be accepted in other cities, but if so, only at a discount. Travellers are advised; (1) to draw in each city only sufficient funds to meet their requirements in that particular city, (2) to convert into silver dollars at each city all minor coins and bank notes before departure except silver 10-20-50 cent pieces with the effigy of Yuan Shih Kai, which should be reserved for small current purchases along the line of travel (these coins are generally acceptable at face or better, in exchange for local money), and (3) to provide themselves with Travellers' Cheques or American Express Cheques, to meet current bills, and to avoid exasperating delays, due to the many holidays in China when banks are closed.

VI. Currency and Travelling Expenses. (A) Currency. China's nominal standard of currency is the *liang*, or *tael* of silver, which is decimally divided into *chien*, *fên*, and *li*; 1 *liang* or *tael* = 10 *chien*; 1 *chien* = 10 *fên*; 1 *fên* = 10 *li*. At present the currency in actual circulation consists of *yin-liang* (silver lumps, e.g. 'shoe-silver'), *yüan-yin*, or silver dollars, *hsiao-yang-chien*, or small silver pieces, *tung-tzu*, or copper cents, *tung-chien*, or copper cash with a square hole in the middle, *liang* notes, dollar notes, and *chien* notes; foreign money—silver dollars, small silver pieces, *liang* (*tael*) notes, and dollar notes. But the only money which circulates universally throughout the length and breadth of the land is the copper cash (*tung-chien*). With regard to other kinds, an intense provincialism prevails—silver lumps, silver dollars, small silver pieces, and copper cents circulating on their face value only in the province where they are minted, in other provinces at a discount. In the case of foreign money there is some which circulates throughout the treaty ports. Some kinds of *liang* (*tael*) notes, dollar notes, or *chien* notes, issued by Chinese banks or exchange houses circulate only in the city where they are issued. A traveller when passing from one province to another should be careful to change the money of the former for that of the latter.

The *liang*, *chien*, *fên*, and *li* were originally denominations of weight. And to-day there are various kinds of *liang*, or *tael*, according to the kinds of scales by which they are weighed, *viz.*—

		Kinds of Scale	Grains (Eng.)
Tael (liang) of	{	Ku-ping (Treasury scale)	575.82
		Hai-kuan (Maritime Customs' scale).....	581.47
		Shanghai Tsao-ping (Market scale)	565.6735
		Hankow Tsao-ping (Market scale)	562.689
		Tientsin Hang-ping (Foreign Merchants' scale) ...	555.37
		Tientsin Kung-fa-ping (Chinese Merchants' scale)...	554.202
		Ching-Kung-fa-ping (Peking Market scale).....	570.003
		Kwang-tung-ping (Canton Market scale)	579.840

According to these different scales the 'silver lumps' are weighed, while as to the fineness of the silver there is as little uniformity. The fineness is determined either by *Kung-ku-chü* (Public Assay

Houses) or the *Yin-lu* (Silver Houses). The former are mostly private establishments, found in all large towns, where the weight and fineness of a silver lump are determined and inscribed on the face of the lump. The fineness is determined by experts (*Kan-sai-tê*), who can tell it with remarkable exactness by sight. When there is any doubt, a gimlet is driven into the lump, in order to find out whether it is of the same quality throughout. The *Yin-lu*, or *Lu-fang*, are silver houses, where silver bullion is melted and cast into silver lumps of a certain standard of fineness. Most of the bullion is imported from abroad. On the silver lumps thus made are inscribed the quantity and quality of the metal, as well as the name of the silver house and the date of casting. Both the *Kung-ku-chü* and the *Yin-lu* hold themselves absolutely responsible for the products of their houses.

The *yin-liang* (silver lumps), known also as *yin-tzu*, or *yin-ting*, are of various denominations,—*yüan-pao*, *hsiao-yüan-pao*, and *bsiao-ting*. *Yüan-pao* are generally of 50 taels, known among European residents as 'shoe-silver.' *Hsiao-yüan-pao* are generally of 10 taels, shaped like the weight of a balance, and *hsiao-ting* are generally of 5 taels, being hemispherical in shape. All these are used in larger transactions. There is much variation in the exchange value of these silver lumps.

Silver Dollars and Small Silver Coins. The silver dollars are popularly known as *ta-yang-chien*, and the subsidiary silver pieces as *hsiao-yang-chien*,—both kinds having been issued since the latter years of the late Manchu Dynasty from various provincial mints. These mints, known as *Yin-yüan-chü*, were established by the viceroy of the province with the sanction of the Central Government. The dollar contains pure silver to the amount of 7.2 *chien* of the Ku-ping or Government scale, and the subsidiary coins are of the denominations of 50 cents (5 *chiao* or *mao*), 20 cents (2 *chiao*), 10 cents (1 *chiao*), and 5 cents ($\frac{1}{2}$ *chiao*). It is well to remember that in the Chinese market there is a daily variation in the exchange value of small silver pieces for silver dollars.

Copper Cents and Copper Cash. *Tung-tzu*, or copper cents, first minted at the Kwangtung Mint in 1902, then later also at other provincial mints, such as those in Chih-li, Shan-tung, Kiang-su, Che-kiang, Ho-nan, Hu-peh, Hu-nan, An-hwei, Kiang-si, Sze-chwan, Fuh-kien, etc. These copper pieces contain as a rule 95% of pure copper, with 5% of zinc. They consist of denominations of 2 cents (=about 20 cash) and 1 cent, the latter being the more numerous. As is the case with silver pieces, these copper coins circulate at their face value only in the province where they are minted, being discounted in other provinces. There is also a daily variation in their exchange quotations relative to other coins. *Tung-chien*, or copper cash, are small flat disks with a square hole in the middle. These have been in circulation from very ancient times, and, as already stated, constitute the sole universal medium of exchange. But there are present among them many bad cash, coined privately;

and constant fluctuations take place in their exchange quotations. The poor kind of tung-chien are popularly known as *hsiao-chien*, being slightly smaller than the *chih-chien*, or authorized cash (*ta-chien*), made by the Government at various times. On the other hand the *chih-chien* are of two kinds, the larger pieces being worth 20 *wên* and the smaller pieces worth 10 *wên*; 50 pieces of the larger kind or 100 pieces of the smaller kind (tied together by a cord passed through the square hole) are known as 1 *tiao*, worth 1,000 *wên*. The exchange quotations of these cash are fixed by the *Chien-yeh Kung-so* (Association of Exchange Houses); sometimes 1 *tael* being exchanged for 1,200 *wên*, sometimes for as much as 1,800 *wên*.

Paper Money. The notes issued by Chinese exchange houses and banks comprise *yin-piao*, or tael notes, *yang-chien-piao*, or dollar notes, and *chien-piao*, or copper cash notes; the dollar notes consisting of the denominations of \$1, 5, and 10, and the copper cash notes of 1 *tiao*, 2, and up to 10 *tiao*. These enjoy high credit in the market, but only in the city where they are issued.

Foreign Coins and Bank-Notes. The foreign coins circulating in China consist of Japanese *yen*, Hongkong and Mexican dollars, and subsidiary silver pieces issued at the Hongkong Mint; while the bank-notes (tael, dollar, and chien notes) are those issued by the Bank of Taiwan, Yokohama Specie Bank, Russo-Asiatic Bank, Hongkong & Shanghai Banking Corporation, Chartered Bank of India, Australia, & China, Banque de l'Indo-Chine, Deutsch-Asiatische Bank, International Banking Corporation. These foreign coins circulate widely in all the treaty ports and in the larger cities of China. But the bank-notes circulate only in the city where they are issued; for instance, those issued by a bank in Shanghai not being accepted by merchants of Peking, or only at a discount.

(B) Travelling Expenses. Perhaps one might say that the total cost to a traveller of ordinary requirements, exclusive of railway or steamer charges, should not exceed \$18 (Mex.) *per diem* in Peking or other large treaty ports and in towns along railways. This will include hotel charges (in European hotels or better-class Japanese hotels) and carriage (or jinrikisha or chair) fares. A certain economy is effected when two or more persons travel together. The traveller should remember that money (dollars and bank-notes) current in a treaty port or in a particular province is not necessarily so in the next place he intends to visit. He would do well therefore before leaving a place to make inquiries at a foreign bank and to have the local currency still in his possession exchanged for the currency of the next place he intends to visit.

VII. Weights and Measures. Great differences prevail in weights and measures; not only are there many varieties of scales for weighing, but the measures often differ with different localities, though their kinds and denominations remain uniform. An attempt made at the close of the Manchu Period to introduce some kind of uniformity into this confusing state of things has since remained a mere paper scheme.

Linear Measures: (1) Tailor's and Carpenter's Measures. Unit, the *chih*. There are throughout the treaty ports some 84 kinds of *chih* in actual use, and if we count the varieties found in the inland towns, it is estimated that there will be found altogether several hundred kinds. The following table gives the variations in the length of the *chih* (Chinese foot) which may be met with in a few important cities:—

City		Tailor's <i>chih</i>		Carpenter's <i>chih</i>
Peking ...	...	13.45–13.58	Eng. inches	12.68 Eng. inches
Tientsin ...	...	13.14	” ”	12.35 ” ”
Hankow ...	...	13.90	” ”	13.80 ” ”
Shanghai ...	...	13.85–14.05	” ”	11.14 ” ”
Canton ...	...	14.80	” ”	12.70 ” ”

It will be seen from the above figures that in the case of the tailor's *chih* there is a difference of 1.66 inches between one kind of *chih* and another, and in that of the carpenter's *chih* a difference of 2.66 inches.

In order to mitigate to a certain extent the great inconvenience resulting from these variations, Great Britain, Germany, and France entered into an agreement with the Chinese government, according to which one *chih* was made equal to 14.1 English inches, 358 French millimetres, and 13.7 German zoll, this standard now being used in foreign trade.

The various denominations of the linear measure are the *yin* (=10 *chang*), the *chang* (=10 *chih*), the *chih* (=10 *tsun*), the *tsun* (=10 *fên*), the *fên* (=10 *li* 釐); in ordinary transactions at silk stores, *etc.*, the *yin* is very rarely used.

(2) Land Measures. Denominations: the *li* 里 (=360 *pu*), the *pu*, 步 (=5 *chih*); the *pu* 鋪 or 堡 (=10 *li*)—this *pu* but rarely used. On railways the unit of distance is the *li*, which is fixed at $\frac{25}{58}$ English mile (or 1 m.=2.32 *li*); distances of less than a *li* are indicated by fractions of a *li*.

Surface Measures. Denominations: the *ching* (=100 *mou* = 1.67 Eng. acres), the *mou* (=240 *pu* = 806.65 Eng. sq. yds.), the *pu* (=25 sq. *chih* = 8.7 Eng. sq. yds.), the *fang* (=1 sq. *chih*).

Capacity Measures. Denominations: the *shih* (=2 *hu* or 10 *tou*), the *hu* (=5 *tou*), the *tou* (=10 *shêng*), the *shêng* (=10 *ho*), the *ho* (=10 *shao*). These are used in measuring both liquids and grains. It must be remembered that in actual measuring there is no uniformity owing to variations in the capacity of the measures used; 1 *tou* = 1.13 to 2.50 Eng. gallons.

Weights. Denominations: the *tan* or picul (=100 *chin* or *tching*), the *chin* or catty (=16 *liang*), the *liang* or tael (=10 *chien*), the *chien* (=10 *fên*), the *fên* (=10 *li*). Of these the *liang*, *chien*, and *fên* are used in weighing silver lumps ('Shoe Silver'); and it must be remembered that the actual weights are not uniform, owing to differences in the scales used, though the denominations may be the same.

The *Ku-ping* is the Government scale, by which the taxes, revenue-rice, salt, *etc.* are weighed; (1 tael of the *Ku-ping* = 575.82 grains). This, under the name of *tsao-ping*, is regarded in the market as the standard for all other scales. The *hai-kuan-ping* (1 tael = 581.47 grains) is used at the custom-houses. The *yang-li-ping*, also called the *hang-ping* (1 tael = 555.37 grains), is used among foreign traders in treaty ports. By treaty, Great Britain, Germany, and France have agreed to make 1 tan or picul equal to 133 $\frac{1}{3}$ lbs. avoirdupois, or 120.27 *fund* (German), or 60.453 kilogrammes (French).

VIII. Tourist Agencies and Guides. There are no native organizations in China similar to those established in Japan to care for foreign tourists, but ample facilities are provided for every kind of travel information at the main office of Thos. Cook & Son, in the Chinese Eastern Ry. Administration Bldg., Legation Quarter, and at their branch office in the Grand Hôtel de Pékin. The Japan Tourist Bureau, Morrison Street, also offers similar facilities, free travel literature, *etc.*

Guides and *interpreters* may be secured at either of the above tourist agencies, or at the principal European Hotels. Most of these men speak English fairly well, but on account of the great divergence of provincial dialects, few are capable as interpreters for an extended journey off the regular routes. Their usual fee is \$3 Mex. a day, plus expenses.

Chapter II. Communication Facilities.

In China, before the advent of steamers and railways, there prevailed from time immemorial a saying, "Nan-chuan Pei-ma," 南船北馬, which translated means 'Ship in the south and horse in the north,' for in N. China where navigable rivers are comparatively few, horses or donkeys have hitherto been the chief means of conveyance, while in the S. rivers and canals have always offered an inestimable convenience as routes of travel. But of late steamers and railways have come into great favour with the Chinese, and the lines, both on land and water, are gradually increasing in mileage.

I. Railways. The first railway in China was built in 1876 by Jardine, Matheson and Co., between Shanghai and Woo-sung, a line of 12 m.; but no sooner was it built than it created a great uproar on the part of the Chinese from superstitious motives. The government was therefore obliged to purchase the line and tear it up, the rails and rolling stock being sent to Formosa, where they were utilized. The real beginning of railways in China was a short rail track of horse tramway (of narrow gauge) built for the conveyance of coal between the Kaiping Mines and Pei-tang on the seacoast. In 1881 this tramway track was transformed into the standard gauge of 4 ft. 8 $\frac{1}{2}$ in. for running steam-cars called 'Ho-chê' 火車 by the Chinese. This was the prototype of the present trunk line between Peking and Fengtien (Mukden), *via* Tientsin. China began to clamour in real earnest for railways after the Sino-Japanese war, and at the end of 1921 there were throughout China Proper 4,675 m. open to traffic and 1,520 m. in course of construction, a total of 6,195 m.

Most of these lines are owned by the Government, some by private native companies, and some others by foreign companies. These lines are mostly of the standard gauge (4 ft. 8½ in.), only a few lines being of narrow gauge.

Of these railways may be mentioned the Peking-Suiyuan Line (p. 80); Peking-Mukden Line, with several branches (p. 2); Peking-Hankow Line, with several branches (p. 91); Tientsin Pukow Line, with several branches (p. 131); Shantung Railway, *i.e.*, between Tsinan and Tsing-tau (p. 163); Tcheng-Tai Railway (p. 98); Lung-hai and Pienlo Line (p. 145); Tao-Ching Railway (p. 102); Shanghai-Nanking Line (p. 250); Shanghai-Hangchow Line (p. 293); Kiu-kiang-Nanchang Railway, (p. 200); Canton-Hankow Railway, of which only a part near Chang-sha and similarly a section near Canton are open (p. 127 and p. 409); Amoy-Changchow Railway, of which a part is open (p. 337); Chaochow-Swatow Railway (p. 348); Canton-Kowloon Railway (p. 380); Sunning Railway in Kwangtung Province (p. 413); Tonkin-Yunnan Railway (p. 420). For particulars as to accommodation, fares, baggage, porters, *etc.*, the reader is referred to the pages named above.

Electric Tramways. Electric tram-cars are operated only in Tientsin, Shanghai, and Hongkong. Fares are charged according to sections. For particulars see descriptions of the above cities.



A Chinese bride

II. Water Routes. In Middle China, the numerous rivers and canals offer an inestimable convenience to travellers. Formerly the

conveyance was all done by large and small junks, but of late years steamers and steam-launches have come to be quite common. This is also the case with the sea-borne traffic. According to the Chinese Annual for 1912, published by the Tō-a Dōbun-kwai (a Japanese association), there are in China Proper 2,429 m. of inland waterways available for steamer navigation, besides 4,711 m. available for steam-launches, and 10,364 m. for junks alone, making a total navigable course of 17,504 m. on rivers, canals, and lakes, as the following figures will show:—(later estimates have not been compiled).

Navigable Rivers	Navigable for steamers	Navigable for steam- launches only	Navigable for junks only.	Total
	m.	m.	m.	m.
The Yangtze-kiang	1,400	300	200	1,900
Its tributaries in Sze-chwan	—	217	1,402	1,619
„ „ „ Hu-peh	—	500	940	1,440
„ „ „ Hu-nan	275	37	390	702
„ „ „ Kiang-si	260	160	1,712	2,132
„ „ „ An-hwei	—	540	482	1,022
„ „ „ Kiang-su	13	1,001	363	1,377
Total (for the Yantze-kiang and its tributaries)	1,948	2,755	5,489	10,192
Rivers in Che-kiang	33	167	382	582
„ „ Fuh-kien	25	52	502	579
„ „ Kwang-tung & Kwang-si	353	1,415	1,461	3,229
„ „ Shan-tung	33	127	270	430
„ „ Chih-li	37	195	1,059	1,291
The Huang-ho	—	—	1,200	1,200
Total (for all rivers)	2,429	4,711	10,364	17,504

These inland waterways are thrown open to lines operated by foreign companies. The various steamship lines operated on these rivers as well as on the open seas will be best described according to different headings as follows:—

(1) **On Inland Waterways.** *On the Yangtze-kiang:* Shanghai-Hankow Line, Hankow-Ichang Line, Hankow-Siangtan Line, Hankow-Changteh Line, Ichang-Chungking Line. Steamship companies running steamers on the Shanghai-Hankow line are the Nisshin Kisen Kwaisha, China Merchants' S.N. Co., China N. Co. (agents, Butterfield & Swire), Indo-China S.N. Co. (agents, Jardine, Matheson & Company. For detailed particulars, see P. 193; the companies operating on the Hankow-Ichang Line, are the N.K.K., China Merchants' S.N. Co., China N. Co., Indo-China S.N. Co., (For particulars see P. 203); for the Hankow-Siangtan and Hankow-Changteh Lines, see Pp. 207, 209; for the Ichang-Chungking Line (passing through the famous gorges), see P. 211. *On the Canton River:* The companies operating on this line are the Hongkong, Canton, & Macao S.S. Co. and two others, see P. 382; steamers are also run between Hongkong and Wu-chow on the West River.

(2) **Coastwise S.S. Lines** : North of Shanghai, many steamers are engaged in the coasting trade. In the passenger service, the most important lines are the South Manchuria Railway Co.'s Shanghai-Dairen Line, calling at Tsingtau each way (once every nine days), connecting with the South Manchuria Ry. at Dairen, the China Navigation Co., and the China Merchants' Steam Navigation Co. (these two lines each running steamers, twice weekly, between Shanghai and Tientsin). Between Shanghai and Tientsin or Newchwang a combined passenger and cargo service is operated by the China Merchants' S.N. Co., the China N. Co., and Indo-China S.N. Co. These lines, running one or more steamers weekly, call at Chefoo and Dairen. Between Dairen and Chefoo there is steamer service daily, and also between Chefoo and Antung, *via* Dairen. For particulars, see steamer service under Shanghai, Tsing-tau, Chefoo, *etc.*

South of Shanghai, many steamers are also engaged in the water traffic. The most thriving business is that between Hongkong and Canton, operated by the Hongkong, Canton & Macao S.S. Co. and the Yuen-on S.S. Co., each with one steamer daily. The former company also maintains steamer service between Hongkong and Macao. Between Hongkong and Foochow, *via* Swatow and Amoy, steamers of the Douglas S.S. Co. are run, twice weekly. Between Shanghai and Ningpo, daily service is maintained by the Ningpo-Shanghai S.S. Co., and thrice weekly by the China Navigation Co. Other lines : Between Shanghai and Foochow, China Merchants' S.N. Co., sailings irregular. Between Shanghai and Hongkong, China Merchants' S.N. Co., China N. Co., and Indo-China S.N. Co., each with a tri-weekly service. For particulars, see steamer service under Shanghai, Hongkong, Foochow, *etc.*

In addition to the above lines, cargo steamers ply between South China ports (Canton or Hongkong) and North China ports (Tientsin, Newchwang, and Dairen), calling at Ning-po, Tsing-tau, and intermediate ports.

(3) **Steamer Service on Adjacent Seas** : All the important overseas lines, American, European, and Japanese, offer travel facilities between Hongkong-Shanghai, and Japan ports (Yokohama, Kobe, Nagasaki). Other lines are : Between Shanghai and Yokohama, the N.Y.K. (weekly) ; between Shanghai and Kobe, the N.Y.K. (twice weekly) ; between Shanghai and Nagasaki, express service (26 hrs.), the N.Y.K. (twice weekly) ; between Shanghai and Vladivostok, steamers of the Russian Volunteer Fleet were run fortnightly (this service is now irregular, sometimes suspended). Between N. China ports and ports in Japan (Kobe, Osaka, Yokohama) the N.Y.K. runs steamers every nine days, the O.S.K., fortnightly. Between Hongkong and Takao (in Taiwan [Formosa]), the O.S.K. maintains a fortnightly service, and the same company operates a service, thrice monthly, between Tientsin and Takao. There is also service between Hongkong and Annam ports, *via* Kwang-chow-wan, *etc.*

(4) **Ocean Navigation Routes:** Connecting the *European* and *N. American Routes*, see pp. III, III *a*.

Australian, E. Indian, and Indian Routes, from Hongkong: China & Australia S.S. Co. (irregular), Australian-Oriental Line (irregular)—to Australia. From Japan ports to Australia *via* Manila and Hongkong, E. Australian S.S. Co. (monthly), N.Y.K., and O.S.K. (monthly). To the Philippines, from Hongkong: China N. Co. (every 3 weeks), Indo-China S.N. Co. (weekly); from Japan, by the most important Trans-Pacific lines. India service, from Japan *via* Shanghai and Hongkong to Calcutta, British India S.N. Co., Indo-China Line, N.Y.K., O.S.K. and the lines in the European service (p. II). Dutch East Indies: Java-China-Japan Line, monthly, from Kobe *via* Hongkong, T.K.K., monthly, from Kobe, *via* Hongkong to Sourabaya, Indo-China S.N. Co., bi-monthly, and O.S.K., Hongkong to Sandakan (N. Borneo). Siam service: China N. Co., and Indo-China S.N. Co., Hongkong to Bangkok (weekly). Indo-China service: Tonkin N. Co., Indo-China N. Co., and China N. Co. (see Hongkong).

Steam-launch Services. Quite extensive steam-launch services are maintained on lakes, canals, and rivers, using small steam-boats either for passenger service or as tug-boats for pulling house-boats. Many of the companies engaged in this traffic are foreign companies while others are native. The more important of these companies are as follows: *in Shan-tung*, Hsiao-ching-ho S.S. Co., operating the line between Yang-kio-kow and Hwang-tai-chiao; *in Kiang-su and Che-kiang*, N.K.K., Tai-shêng-chong, and China Merchants' S.N. Co., operating the lines between Shanghai and Soo-chow, between Shanghai and Hang-chow, between Soo-chow and Hang-chow, and between Chin-kiang and Ching-kiang-pu; *in An-hwei*, Shang-wu Lun-chüan Kung-sz and Tai-chêng Lun-chüan Kung-sz, operating the line between Wu-hu and Ho-fei; *in Kiang-si*, N.K.K., Butterfield & Swire, Fu-kang Kung-sz, Tao-shêng Kung-sz, Hsiang-chang Kung-sz, Chien-i Kung-sz, and I-kang Kung-sz, operating the Kiukiang-Nanchang Line, as well as Tao-shêng Kung-sz, Chien-i Kung-sz, and Jên-chi Kung-sz, operating the Kiukiang-Yaochow Line; *in Hu-peh*, Hsing-chi Kung-sz, operating the Hankow-Hsientautsên Line; *in Kwang-tung*, Win-chiu, Hung-kei, Kwang-ta, and several other companies, operating the lines on adjacent rivers with Canton as their base; *in Kwang-si*, Kwang-tsai and Tung-lik, operating the Nanning Line, as well as Tin-wo operating the Liuchow Line, and Pou-on Kung-sz operating the Kongkou Line; besides various other short lines on the coast near Swatow, Amoy, Foo-chow, Ning-po, etc.

Junks. The following figures give the number of junks which entered and cleared at certain treaty ports in 1906—the returns for the entire country are not available:—

	Tien-tsin	Che-foo	Ching-tao	Shang-hai	Wu-hu	Sha-si	I-chang	Ning-po	Foo-chow	Swa-tow	Can-ton
Entered	522	3,863	4,268	5,678	16,253	14,170	13,818	6,000	3,140	16,951	279
Cleared	512	6,261	4,327	3,864	16,253	14,030	16,404	5,977	3,216	2,241	648

III. National Highways. China is traversed by highways in all directions. These, to judge from the remains of roofed stone bridges or spacious rest-houses by the roadsides, must have been splendid in past days, but to-day they are sadly out of repair. The more important national highways are:—

- (1) Highways starting from Peking:
- One leading to Tientsin, *via* Tung-chou;
 - One leading to Ku-lun (*Urga*) and Kiakta (*Mai-mai-chêng*), *via* Kalgan and Mongolia;
 - One leading to Tsê-tsên, in Mongolia, *via* Ku-pei-kow and Chêng-teh (*Jehol*);
 - One leading to Mukden (*Feng-tien*), *via* Shan-hai-kuan;
 - One leading to Chêng-ting, *via* Pao-ting, whence it branches in 2 different directions, one going to Si-an (ancient *Chang-an*), *via* Tai-yüan, and thence further leading into Sinkiang Province (E. Turkistan), *via* Lan-chow, and the other leading to Kai-fêng, in Ho-nan, *via* Shun-teh, Chang-teh, and Wei-hwei.
- (2) Highways starting from Kai-fêng, in Ho-nan:
- One leading to Si-an, *via* Honan City;
 - One leading to Sü-chow, whence it branches in 2 different directions, one going to Hankow, *via* Hsin-yang-chow, and the other also to Hankow, *via* Nan-yang and Siang-yang;
 - One leading to Pu-kow, opposite Nanking, *via* Chên-chow and Ying-chow.
- (3) Highways starting from Chi-nan, in Shan-tung:
- One leading into Kiangsu Province, there branching in 2 directions, one to Pu-kow, and the other to Kwa-chow, opposite Chin-kiang.
- (4) Highways starting from Foo-chow in Fuh-kien:
- One leading to Yen-ping, whence one leads further to Nan-chang, *via* Shao-wu and Kien-chang, and another also to Nan-chang, *via* Chung-an, Ho-kou-chin; another leading to Hang-chow, *via* Chü-chow;
 - One leading to Hang-chow, *via* Wen-chow, Tai-chow, Ning-po, and Shao-hing.
- (5) Highways starting from Canton in Kwang-tung:
- One leading to Hui-chow, whence one leads to Ting-chow in Fuli-kien, *via* Ka-ying-chow, and another to Amoy in Fuh-kien, *via* Chao-chow and Chang-chow;
 - One leading to Shiu-chow, whence one leads to Nan-chang, in Kiang-si, *via* Nan-an, and another to Chang-sha, in Ho-nan, *via* Chên-chow;
 - One leading to Shiu-hing, *via* Fat-shan and San-shui, whence one leads further to Kwang-chow-wan, and another to Pok-hai, *via* Lin-chow; another leading to Kwei-lin, in Kwang-si, *via* Wu-chow.
- (6) Highways starting from Yünnan City:
- One leading to Ha-noi in Ton-kin, *via* Mêng-tsz and Lao-kai;
 - One leading to Teng-yüeh, *via* Tsu-yung and Ta-li, whence it further leads to Bhamo in Burma;
 - One leading to Chan-yi, whence one leads further to Kwei-yang in Kweichow Province and another to Sü-chow (on the Yangtze-kiang), in Sze-chwan.
- (7) Highways starting from Chêng-tu, Sze-chwan:
- One leading to Si-an City, *via* Yün-chan Pass;
 - One leading to Kweichow City, *via* Chung-king;
 - One leading to Siang-yang in Hu-peh, *via* Shun-king and Kweichow.
- (8) Highways starting from Lan-chow, Kan-su:
- One leading into Sinkiang Province, *via* Chia-yü-kwan;
 - One leading to Hsi-ning and thence one leading to Ko-ko-nor and another to Tibet;
 - One leading to Si-an, *via* Kung-chang;
 - One leading into Inner Mongolia, *via* Ning-hsia.

Table giving Distances to Provincial Capitals from Peking:

Province	Capital	In Chinese <i>li</i>	In Eng. miles
<i>Tung-san-sheng</i> (N. & S. Manchuria)	Fengtien	1,460	630
	Kirin	2,245	969
	Tsi-tsi-har	3,317	1,432
<i>Chih-li</i>	Pao-ting	330	142
<i>Shan-tung</i>	Chi-nan	930	401
<i>Shan-si</i>	Tai-yüan	1,150	496

<i>Ho-nan</i>	<i>Kai-fêng</i>	1,495	645
<i>Kiang-su</i>	<i>Nanking (Kiang-ning)</i> ...	2,319	1,001
<i>Che-kiang</i>	<i>Hang-chow</i>	3,132	1,352
<i>An-hwei</i>	<i>An-king</i>	2,624	1,132
<i>Kiang-si</i>	<i>Nan-chang</i>	3,184	1,331
<i>Fuh-kiên</i>	<i>Foo-chow</i>	4,848	2,093
<i>Hu-nan</i>	<i>Chang-sha</i>	3,590	1,545
<i>Hu-peh</i>	<i>Wu-chang</i>	2,690	1,161
<i>Shen-si</i>	<i>Si-an</i>	2,540	1,096
<i>Kan-su</i>	<i>Ian-chow</i>	4,009	1,741
<i>Kwang-tung</i>	<i>Canton (Kwang-chow)</i> .	5,604	2,419
<i>Kwang-si</i>	<i>Kwei-lin</i>	4,054	2,009
<i>Yün-nan</i>	<i>Yünnan</i>	5,910	2,551
<i>Kwei-chow</i>	<i>Kwei-yang</i>	4,755	2,050
<i>Sze-chwan</i>	<i>Chêng-tu</i>	4,750	2,050
<i>Sin-kiang</i>	<i>Ti-hua</i>	8,689	3,751
Outer Mongolia	<i>Urga</i>	2,880	1,243
Tibet	<i>Lhasa</i>	10,920	4,715

IV. Other Means of Conveyance: *Chiao-chê* (horse-carriage), *Lo-to-chiao* (riding-box on two mules), *Chang-chê* (mule-carriage), *Hsiao-chê* (wheel-barrow), *Chiao-tzu* (chair), *Rikisha* (also known as *tung-yang-chê*), riding animals, European carriages, and automobiles. *Chiao-chê* are Chinese carriages, drawn by horses, sometimes by mules, and are met with chiefly in Chih-li, Ho-nan, Shan-tung, Shan-si, Shen-si, and Kan-su. These are strongly built and more fitted for carrying heavy merchandise than passengers. A rude cover is provided to protect passengers against the sun, rain, and wind. These vehicles have a carrying capacity of 300 to 800 *chin* and cover 37 m. a day if drawn by one horse, and 44 m. if drawn by two horses. *Chiao-chê* form the universal means of travel in the interior of N. and N.W. China, except where railways are open. *Lo-to-chiao* is a riding-box fixed on the back of two mules, which are closely tied together. These are more expensive than *chiao-tzu*, but make more comfortable riding. The box can accommodate 2 persons, with luggage weighing 300 to 400 *chin*. *Chang-chê*, a cart drawn by two mules, is used generally for carrying merchandise, but sometimes it is provided with rude accommodation for passengers. These vehicles are met with in N. China and travel 30 to 35 m. a day; they are cheaper than *chiao-chê*. *Hsiao-chê* (wheel-barrow) is a one-wheeled cart, pushed by a coolie. It is provided on the two sides of the wheel with seats for passengers (6 to 8 persons), who sit with their feet hanging down without support. It carries luggage or merchandise to the amount of 500 *chin*. In places where footpaths form the only roads, *hsiao-chê* are considered a great convenience. They cover only 20 m. a day. *Chiao-tzu* are chairs carried on the shoulders of coolies. They are a great convenience in places where *rikishas* are not available on account of narrow streets or in going up hills. They are of two kinds, one of native style and another of foreign style. *Riding Animals* (mules, horses, camels, etc.) may be hired all over N. China: charge, 80 cents *per* day for a mule and \$1 for a horse. Camels are used chiefly for carrying merchandise. *Rikisha* (*tung-yang-chê*), found only in treaty ports; fare about 10 cents *per* mile, \$1 *per* ½ day, 1.50 *per* day,—at night or in stormy weather a

slight increase is expected. European carriages are in use in the large cities, and the use of automobiles in the treaty ports is growing fast; usual *charges*, carriages, \$8 *per* day, \$4 a half day; automobiles, \$5 *per* hour, \$30-35 *per* day.

Chapter III. Post, Telegraph, and Telephone.

Postal System. Before the modern postal system was introduced in the last years of the late Manchu Dynasty, all official correspondence had been carried from one part of the country to another by the official couriers, while private letters, as well as silver and copper cash were conveyed by a private postal system. In the case of the former, post-stations were established at convenient intervals, where horses and men were kept ready to take mail matter on to the next station; the process being repeated till the destination was reached. The latter, *Hsin-chü*, or the Private Postal System, was quite a well-managed institution, and it still exists in many places in spite of the establishment of the modern postal system; though of course it is bound to be replaced entirely by the new system before many years have passed. The modern postal system was first introduced in 1878 and placed in charge of the Imperial Maritime Customs service. In that year post-offices were established within the customs compounds in Tientsin, Chefoo, Newchwang, Shanghai, and soon afterwards at Kiu-kiang and Chin-kiang. With the object of gradually abolishing the old system of post stations, the government in 1896 ordered all official mails to be carried under a new system throughout China, except in the N.W. provinces of Ho-nan, Shan-si, Kan-su, and Sin-kiang (E. Turkistan). But old-time systems die hard, particularly a system such as the *Hsin-chü*, which has enjoyed quite an exceptional credit among the community at large. An arrangement was therefore entered into between the new postal administration and the private post-offices, by which all postal business in the treaty ports was taken over by the Government post-offices, while that between the treaty ports and the towns in the interior, as well as that between one interior town and another, was left as a provisional measure in charge of those private postal firms which had registered themselves at the Maritime Customs Offices. In 1910 the Communications Department was established in Peking, taking over the postal service hitherto in charge of the Customs Service. General post-offices were now established in Peking, other treaty ports, and important towns in the interior, with branch offices and agencies under each general office. In 1920 the postal routes under the control of the Government totalled 173,360 miles. On them the service by couriers totalled 144,000 m., that by steamers and junks 22,860 m., and by the railways 6,500 miles. In 1917 there were 21 General Offices, 1,662 Branch Offices, and 7,420 Agencies. The following figures show the progress made in China's postal service between 1909 and 1917 :—

Items	1909	1911	1917
Letters... ..	306,000,000	421,000,000	741,820,240
Parcels { Number	3,280,000	4,237,000	5,597,400
Weight in kilograms. ...	9,176,000	13,703,000	19,996,600
Letters and Parcels handled by private offices	8,411,000	5,913,000	—

Summary of the Chinese Postal Regulations.

(1) For Letters: The limit of weight is 4 lb., and that of dimensions 2 ft. in length and 1 ft. both in width and depth.

(2) For newspapers, printed matter, and commercial papers: The limit of weight is 4 lb. and of dimensions 1½ ft. in any direction; packages in the form of a roll may measure 2½ ft. in length and 4 in. in diameter.

(3) Samples and Patterns: The limit of weight 1 lb. (12 *liang*) and of dimensions 1 ft. in length, 8 in. in width, and 4 in. in depth; those done up in rolls, 1 ft. in length and 6 in. in diameter.

(4) All mail matter other than letters should be made up with each article enclosed in a wrapper open at both ends, or tied with a string or a band, so arranged that the contents can be easily removed for examination; otherwise such things are liable to be charged for as letters.

(5) Parcels: To or from places where steamer or rail communication exists, the limit of weight is 22 lb. and of dimensions 2 ft. in any direction; for places with which communication is maintained by courier alone, the limit of weight is 6 lb. and of dimensions 1 ft. in any direction.

(6) Parcels are insured at the post-offices having the status of money-order offices, the fee for insurance being 1 per cent. of the amount insured; International parcels, that is parcels for foreign countries, may be insured and charged for according to the foreign insurance rate.

An acknowledgment of receipt by the addressee may be obtained on payment of an additional fee of 5 cents in the case of an article with an inland destination and of 10 cents in the case of an article addressed to a place abroad.

Domestic parcels taxed with trade charges—*i.e.* parcels the value of which is to be collected from the addressee before delivery and subsequently remitted to the sender—are handled at money-order offices; *fee*, 2% of the trade charge.

(7) Between money-order offices connected by steam transport, the amount of each money-order may not exceed \$50; between those offices connected by transport other than steam, \$10; *fee*, 2 cents *per* dollar.

(8) Full value dollars may be exchanged for 100 cents in stamps, dollars of poorer quality being taken at a discount; subsidiary silver coins are accepted at the current rate of discount and only for payments of less than \$1. Copper cash and copper 1 cent pieces are accepted at exchange rates periodically fixed and notified by the postmaster.

(9) It is forbidden to send by post, either in mail matter or in parcels, the following articles:—

(a) Any indecent or obscene print, picture, or book; (b) any inflammable, explosive, dangerous, noxious, or deleterious substance; (c) any living creature except live bees; (d) any contraband articles, *e.g.* opium, morphia, salt, copper cash, arms, munitions of war, *etc.*; (e) any article which from its nature is likely to injure the contents of the mail or the officers of the post-office; (f) bank-notes, current coin, and bullion.

(10) Mail matter destined for places in the interior where there is no Government post-office is dispatched through private postal agencies, at the risk and expense of the addressee.

(11) When newspapers, books, commercial papers, and other bulky mail matter are taken to inland places which enjoy no steam transit facilities, or when they are dispatched from such an inland place to foreign countries, their conveyance over routes outside the postal jurisdiction is charged for in addition to the regular postage.

Postal Tariff.

Mail Matter	Unit of Charge	Inland		Foreign Countries		
		Local	General	International Postal Union	Japan	Hongkong and Macao
Letters	First unit of 20 grs. or fraction thereof	cents	cents	cents	cents	cents
„ for Japan.....	Each successive 20 g. or fraction thereof	1	3	10	—	4
Post-cards	Each 15 grs. or fraction thereof	1	3	6	—	—
Newspapers	Single	—	—	—	3	—
	Double	1	1	4	1½	1
	Every 50 grs. (2 oz.) (sent singly or in bulk; Maximum limit 4 lb.)	2	2	8	3	2
		½	1	2	$\left\{ \begin{array}{l} \frac{1}{2} \text{ per } 2\frac{1}{2} \text{ oz. 1 per} \\ 2\frac{1}{2} \text{ oz. (package} \\ \text{of 2 or more copies} \\ \text{in one wrapper).} \end{array} \right.$	2 per 2 oz
Books, Printed matter, and Commercial papers	Up to 100 grs.	1	2			2 per 50 grs.
	From 100 to 250 grs.	2	5	2 per 50 grs.		Minimum charge for commercial papers—
	From 250 to 500 grs.	4	10	Minimum charge for commercial papers—10 cents	2 per 3¼ oz	10 cents per packet
	From 500 to 1,000 grs.	8	15			
Samples	From 1,000 grs.	15	30			2 per 50 grs.
	Up to 2 kil. (limit of weight)			2 per 50 grs.	„	Minimum charge per packet—4 cents
	Up to 100 grs.	1	2	Minimum charge per packet—4 cents		
	From 100 to 250 grs.	2	5			
Registration ...	From 250 to 350 grs. (limit of weight)	4	10			
	Simple	5	5			
	With Return Receipt	10	10	10	7	10
	Up to ½ kil.		15	20	10	20
Parcels*	From ½ to 1 kil.	10	20			25 cents to 1½ kil.
	From 1 to 2 kil.		30			50 cents from 1½ to 3½ k.
	From 2 to 3 kil.		40			75 cents from 3½ to 5½ k.
	From 3 to 5 kil.	20	50			
Money-Orders ...	From 5 to 7 kil.		80			
	From 7 to 10 kil.	30	100			
	Per 1 dollar	2	2	Not issued		

These general tariff rates are in addition to the Union postage rates on parcels

* Parcels exceeding 3 kilograms in weight or 1 cubic ft. in dimensions are not conveyed to places beyond the reach of steamer or railway. Parcels to and from places in Shan-si, Kan-su, Yün-nan, Kwei-chow, and Sze-chwan are charged double rates.

Foreign Post-Offices. For many years the principal foreign countries maintained their own postal service in the large cities and treaty ports of China. Great Britain led in this service, its first post-office being opened by Lord Napier in 1834, at Canton, and during the 88 years following, to 1923, this service was extended to include all important Chinese cities. Other countries in the Postal Union gradually established their own post-offices, until in 1914 there were on Chinese soil the following offices: Japan, 20; France, 16; Germany, 13; Great Britain, 12; Russia, 5; United States, 1. The German and Russian offices disappeared in the Great War. In Shanghai, prior to the outbreak of the war, there were six foreign post-offices, which, with the Chinese post-office, compelled the use of seven sets of stamps. There were, however, no treaty rights warranting the establishment of these post-offices. Their establishment arose from extraterritoriality and from the fact that China was not then able to maintain such service herself. The government acquiesced in this postal extraterritoriality only under pressure. The specific objection of China is clearly stated in the communication of her Postmaster-General sent in March, 1915, to the International Bureau at Geneva, which accepted the foreign post-offices as a temporary expedient but declined to recognize either their legality or their status. The Imperial Post was created in 1896 and of late years China has been steadily progressing in postal matters. In 1876 she was ready to join the International Postal Union and in 1878 was invited to do so, but it was not until 1914 that she became a member.

However, all foreign post-offices in China were abolished by January 1, 1923, in compliance with the agreement concluded at the Washington Conference.

Telegraph. The first telegraph line in China was opened in 1879, *viz.* that between the Prefectural Government in Tientsin and the Taku Fort on the River Pei-ho. In 1881 the Government extended the line to Shanghai, with telegraph offices in Tientsin, Ta-ku, Chi-ning, Ching-kiang-pu, Chin-kiang, Soo-chow, and Shanghai. In 1882 the lines already opened and others to be thereafter laid were placed under the management of a semi-official telegraph company. Under the new management, Canton was soon connected by wire with Shanghai, and other chief cities were also brought into similar communication. In 1908 the entire telegraph system of the country was again taken up by the Government, being placed in charge of the newly established Communications Department at Peking. At the end of 1920 the lines in operation throughout China and dependencies had a total length of 50,363 m. (land-lines, 49,259 m.; submarine cables 1,002 m.; underground cables 102 m.), with 673 telegraph stations.

Summary of Telegraph Regulations.

(1) Telegrams in a *European language* should be written in Roman letters; a cipher message may be sent in letters of any of the following eight languages—English, French, German, Italian, Dutch, Spanish, Portuguese, and Latin. The addressee's name and address must never be written in cipher.

(2) In the case of a message in a European language (or Roman letters), 15 letters are regarded as one word, any word consisting of more than 15 letters being counted as two words. In the case of a cipher message, 10 letters are counted as one word. A space purposely left out between words, a line underscoring a word, or a suffix added to Arabic numerals (e.g. *st* in 1st, *nd* in 2nd) is counted and charged for as one word.

(3) Telegrams in *Chinese* shall be composed by means of a code consisting of Arabic numerals,—different numbers being made to stand for certain Chinese words—these numerals being written from top to bottom, as one writes real Chinese letters.

(4) Urgency telegrams shall be marked 急 or 'Chih' (meaning 'Urgency'),

which is charged for as one word. Punctuation marks in the message are also charged for as so many words.

(5) In order to make sure that a message has been correctly transmitted, the sender may obtain a copy of the message received at the office of the destination, by paying an extra charge equal to $\frac{1}{4}$ of the cost of the message.

(6) An acknowledgment of the receipt of a telegram by the addressee may be obtained on making an additional payment of a fee equal to the cost of 5 words in an ordinary message and of another word 到 or 'Tao' (meaning 'Receipt'), which should be written at the head of the message. This applies to both domestic and foreign telegrams.

(7) Copies of one and the same telegram may be sent to different persons residing in the same city, on payment of the cost of the original message, with an additional fee for each copy of the message; the fee for copying is 20 cents for a message of 100 words or fraction thereof, 40 cents for a message of 200 words, and 60 cents for a message of over 200 words.

(8) A reply to a message may be prepaid by the sender,—the word 復 or 'Fu' (which means 'Return'), together with the desired number of words of the return message, being written at the head of the message.



Marble stair-case of the Chi-nien-tien, Temple of Heaven

Domestic Telegraph rates (in cents) per word (revised tariff, November 1, 1922) :

Items	in Chinese	in foreign languages
Within the same town... ..	4	8
„ „ „ province	8	16
Between provinces... ..	15	30
Press telegrams	4	8

Wireless Telegraph. The first wireless installation for commercial use in China was a private plant in the Palace Hotel, Shanghai. Owing to Chinese protests, the station, which was of very limited range, was closed down. The complete list of wireless plants now operated in China by or on behalf of the Chinese Government, and by Foreign Powers, follows :

Cities	Province or Territory	Ownership	Call Signal	Present Normal Range in Nautical Miles
Urga	Mongolia	Chinese	—	900
Chinwangtao... ..	Chihli	Japanese	RSW	day 300 night 1,000
Shuangchiao	„	Chinese	—	—
Kalgan	„	„	XQL	day 650 night 1,300
Peking (Japanese Legation)	„	Japanese	RPN	„ 200 „ 300
Peking (Temple of Heaven)	„	Chinese	XPK	„ 650 „ 1,300
Peking (U.S. Legation)	„	U.S. Navy	NPP	„ 1,800 „ 3,000
T'sinan	Shantung	Chinese	RTN	„ 300 „ 800
Tsingtau... ..	„	„	JJB	„ 350 „ 1,200
Hankow... ..	Hupeh	„	RHK	„ 350 „ 1,000
Wuchang	„	„	XOC	„ 650 „ 1,300
Shanghai (Chinese Telegraph Administration Building)	Kiangsu	„	XSH	„ 100 „ 200
Shanghai (French Settlement)	„	French	FFZ	„ 500 „ 1,000
Shanghai (Woosung) ...	„	Chinese	XZG	„ 650 „ 1,300
Foochow	Fuhkien	„	XOW	„ 650 „ 1,300
Canton	Kwangtung	„	XNP	„ 650 „ 1,300
Hongkong (Hongkong Island, Cape d'Aguila)	English Crown Colony	British	VPS	„ 150 „ 350
Hongkong (Stone-Cutters Island)	Kowloon	„	BXY	„ 1,000 „ 2,500
Kwangchow-wan	Kwangtung	French	FWA	„ 200 „ 500
Yunnanfu	Yunnan	„	—	—

Telephone. Telephones were introduced into China for the first time in 1881, when a service was established in Shanghai by a British telephone company under a license from the Chinese authorities. In 1903 the government opened a telephone service in Canton, following it in 1905 by one in Peking, and extending it in the following year to Tientsin; and in 1907 in Tai-yüan, Shan-si. There is a private telephone service maintained in Hankow, Amoy, and Foo-chow. The fees are not uniform.

Chapter IV. Land and People.

The name China in its political sense comprises Manchuria, Mongolia, Ili or Sin-kiang, and Tibet, in addition to China Proper. This large territory extends from 70° E. long. at Bolor Tagh (18,550 ft.) in the Pamirs to 134° at the junction of the Ussuri and the Amur, and from $18^{\circ} 22'$ N. lat. on the S. coast of Hainan Island to $53^{\circ} 40'$ at Sayanskii Mountains on the frontier of Siberia—comprising altogether an area of 4,277,170 sq. miles.

China Proper, which contains 18 provinces (Chih-li, Shan-tung, Shan-si, Ho-nan, Kiang-su, An-hwei, Kiang-si, Che-kiang, Fuh-kien, Hu-peh, Hu-nan, Shen-si, Kan-su, Sze-chwan, Kwang-tung, Kwang-si, Kwei-chow, Yün-nan), consists of a compact mass of mountainous regions and an immense alluvial plain, forming the S.E. part of the Asiatic Continent. China Proper is by far the wealthiest and most populous of all the component members of China and has been known by the name of the Middle Kingdom from times of old, having been the seat of one of the oldest and most remarkable civilizations in the world. Manchuria, also known by the name of Tung-san-shêng or the 'Three Eastern Provinces,' became at one time the cynosure of the whole world as the seat of the Russo-Japanese War (1904-5). Here rose the House of the *Aisin-Gioro* of the Manchus which reigned over China from 1662 to 1911, when the family abdicated in favour of a republican regime. Mongolia is separated into Outer and Inner Mongolia, being largely either desert or steppe-land (Desert of Gobi), occupied by the Huns, Tartars, and Mongols in succession, all belonging to the Ural-Altaic Branch. Ili or Sin-kiang in the N.W. is divided into Sungaria or *Tien-shan Pei-lu* ('Northern Circuit') and Chinese Turkistan or *Tien-shan Nan-lu* ('Southern Circuit') by the Tien-shan mountains. This province is bounded on the W. by Turkistan and other Russian provinces of Central Asia. Tibet, the highest tableland on the earth, is bounded by the Kwen-lun mountains on the N. and the Himalaya on the S., by Kashmir on the W. and Sze-chwan on the east. Formerly the land of *Tu-fan*, Tibet was subjugated by China in the 17th century.

Alluvial Plain. A remarkable geographical feature of China Proper is an extensive alluvial plain formed by the Huang-ho and the Yangtze-kiang. It has a breadth of from 150 to 500 m. and extends from the neighbourhood of Peking and Tientsin for 900 m. as far as Hang-chow on the Tsien-tang, covering altogether some 200,000 sq.

miles. This plain especially in its S. portions is extremely fertile, yielding rich crops of rice, to convey which to Peking the famous Grand Canal has been cut clear through the plain from S. to N. This plain takes in nearly the whole of Chih-li, a part of Shan-tung, the larger half of Ho-nan, the whole of Kiang-su, and a portion of Che-kiang. Otherwise China Proper is either mountainous or hilly, except along river courses, where a narrow stretch of plains may be met with, *e.g.*, along the Han-shui, ending in the plains round about Hankow, or along the West River, terminating in the marshy plain in the midst of which Canton is located.

Mountains. The mountain systems begin in Tibet. Of its three huge chains—*Tien-shan*, *Kwen-lun*, and *Himalaya*—it is *Kwen-lun* which sends out branches into China Proper. Of these branch chains, *Pei-ling* runs into Kansu, Shensi, and Ho-nan provinces, giving rise to *Tsinling* Range (16,500 ft.), on the boundary between Shen-si and Sze-chwan, and *Fu-niu-shan* Range (13,000 ft.) in Ho-nan. Two of the 'Five Sacred Peaks' of China,—*Hwa-shan* and *Sung-shan*—are found in Tsin-ling and Fu-niu-shan respectively. Another branch of *Kwen-lun* takes a S. course and is known as *Nan-ling*. This series of mountain ranges sweeps along the S. frontiers of China, reaching the sea in Fuhkien Province, giving rise on the way to *Miao-ling*, *Ta-yu-ling*, and *Ling-shan*; in *Ta-yu-ling* is *Hêng-shan* or *Nan-yüeh*, one of the Five Sacred Peaks. The *Nanling* Ranges run further N. (though partly interrupted) from Fuhkien and reach Shan-tung, where they give rise to *Tai-shan*, the most famous of the Five Sacred Peaks. The third branch range from *Kwen-lun* is *Yin-shan*, which runs N., entering Inner Mongolia and giving rise to *Khin-an-ling* of East Mongolia and finally entering Manchuria. A branch of *Yin-shan*, *Ta-hsing-shan*, entering Shan-si joins *Fu-niu-shan*; it contains *Pei-yüeh* (known also as *Hêng-shan* 恒山,—the pronunciation being identical with, but the ideographs different from, another *Hêng-shan* 衡山 or *Nan-yüeh* already mentioned), the last of the Five Sacred Peaks. The various off-shoots of the great mountain ranges mentioned above are found in Sze-chwan, Yün-nan, Kwei-chow, Kiang-si, Hu-nan, Hu-peh, An-hwei, Fuh-kien, Che-kiang, *etc.*; but they are much less conspicuous, and are rarely seen clad with snow.

Rivers. Of the rivers of China the most celebrated are the *Huang-ho* (2,600 m. long) and the *Yangtze-kiang* (3,200 m. long). These both take their rise in the mountains of Tibet and empty themselves, the former into the Gulf of Pechili and the latter into the Yellow Sea. The *Huang-ho* has throughout the long historical period of China proved most unmanageable, its turbulent, muddy stream in time of flood often inundating the almost limitless neighbouring plains (in its lower course the river bed is higher than the plains) and causing great loss of life and widespread destruction of property to the millions of inhabitants. The fact that the regions along the *Huang-ho* became in early times the seat of civilization and politics—these regions being known as the 'Central Plain'—led

to unique importance being attached to the engineering skill required in the management of the river. The wonderful waterfall of *Lung-mên* in the middle section of the river's course is a sight worth seeing. The river is now spanned by two railway bridges (both of iron), one a little below Ho-nan and the other near Chi-nan City. The Yangtze-kiang, which pierces through Middle China from W. to E., is a great highway of world commerce—Hankow, 600 m. above its mouth being reached when the river is full by large ocean liners (see Route XIII). The famous Grand Canal (900 m. long), which connects Hang-chow (of Che-kiang) with Peking, cuts through the Yangtze near Chin-kiang and the Huang-ho above Chi-nan, thus bringing the two rivers (separated in their lower courses by some 380 m.) into communication with each other. The Yangtze is particularly celebrated on account of its wonderful gorges—the Three Gorges—in its upper course. Other rivers more or less well known are the *Lan-ho* and the *Pei-ho* of Chih-li, the *Hwai-ho* of Kiang-su, the *Tsien-tang-kiang* of Che-kiang, the *Min-kiang* of Fuh-kien, the *Han-shui* and the *Si-kiang* (or West River) of Kwang-tung, the last named being known near its mouth as the *Chu-kiang* ('Pearl River') or Canton River, and traversing Yün-nan, and Kwang-tung.

Lakes. Lakes, or *hu* as the Chinese call them, are found in the greatest number along the course of the Yangtze—*Tung-ting-hu* (see P. 207), *Po-yang-hu* (see P. 199), and *Tai-hu* (see P. 264) being the largest, followed by *Kao-yu-hu*, *Pao-ying-hu* (both in Kiang-su), and *Chow-hu* (in An-hwei). *Hung-tse-hu* is in the basin of the Hwai-ho, while *San-chiao-ting*, *Pai-yang-ting*, and *Tsing-shui-po* (all small) are found along the course of the Huang-ho. These lakes all get flooded when the rivers are high, becoming shallow when the rivers are low.

Harbours. China has a coast line extending for 2,100 m. from the mouth of the River *Ya-lu*, on the frontier of Chōsen (Korea), to the boundary of Tonkin. Among well-known harbours and anchorages are: Dairen and Ryojun (see Pp. 181 and 197, Vol. I) on the South Manchurian coast facing Korea Bay (Yellow Sea); Yingkou (P. 211, Vol. I), Tientsin or Ta-ku (P. 39), and Chin-wang-tao (the only ice free port) in Po-hai (N. portion known as the Gulf of Liao-tung and the S. as the Gulf of Pechili); Chefoo (see P. 180), Weihai-wei (see P. 187), Jung-chêng-wan, Kiao-chow-wan or Ching-tao (see P. 170), and Shanghai (see P. 265)—all facing the Yellow Sea; Hang-chow-wan (into which empties the Tsien-tang-kiang, famous on account of a high tidal wave), Ning-po (see P. 310), San-mên-wan, Tai-chow-wan, Wên-chow-wan, Fu-ning-wan or San-sha-wan, San-tu-ao (see P. 327), Lo-yüan-wan, Ma-mwi (anchorage for Foo-chow), Hsing-hwa-wan, Chüan-chow-wan, and Ui-tau-wan,—all facing either the Eastern Sea or the Strait of Formosa; Hai-mun-wan, Canton Bay (comprising Hongkong, Macao, and Canton), Kwang-chow-wan,—facing the China Sea.

Islands. Innumerable are the islands or groups of islands which stud China's long coast line. Of the better-known ones among them

may be mentioned the following: the series of islands in the Straits of Pechili, known as Miao-tao Islands and Chang-shan-tao, and further N. in Korea Bay the Hai-yang-tao Group (known also as the Elliot Group),—these islands being associated with many naval engagements in the wars of 1894–5 and 1904–5; Chou-shan Archipelago (see P. 311) outside Hangehow Bay; Hai-tan-tao (where in 1860 the allied Anglo-French navy had their headquarters) outside Hsinghwa Bay; Ki-mun-tau and the Island of Amoy (see P. 328), Nam-oa-tau (see P. 344 under Swatow), Hongkong Island, Macao, and Hai-nan-tao; the last-mentioned being the largest belonging to China.

Inhabitants. The large majority of the inhabitants of China Proper consist of *Chinese* (or the Han race), and belong to the Mongoloid Family. So do also others such as the *Manchus*, who live in China Proper and Manchuria, the Mongols who inhabit Mongolia, the *Hui-hui-jên* (akin to Turks) who live in the N.W. provinces, the *Miao-jên* (aborigines), who dwell in the S. provinces, and the Tibetans who occupy the so-called roof of the earth. The Chinese are estimated to number altogether 380,000,000; they not only make up the large majority of the people of China Proper, but are found in large numbers in Manchuria, Mongolia, the Straits Settlements, East Indies, and Australia, as well as in N. and S. America, Africa, etc. The Chinese are believed to have originally entered the land they have since occupied from the N.W. direction, first settling and flourishing in regions along the Huang-ho, and later spreading towards the S. to regions along the Yangtze-kiang—driving away towards the S. frontier the aborigines like the Miao-jên. There is no question, however, that these settlers or conquerors gradually intermingled with the aborigines who submitted to their sway and with the innumerable barbarian tribes, which in the course of history settled among them either as obedient subjects or as conquerors, the old stock being constantly rejuvenated and invigorated by the infusion of fresh barbarian blood. Most of the dynasties that reigned in China belonged to the Chinese, though a few, like the *Yüan* (Mongol) and the *Ching* (Manchu), were conquerors who came in from the N. and the N.E. The *Hui-hui-jên* are Mohammedans who are found largely in Kan-su, Shen-si, Shan-si, and also in Chih-li and Shan-tung. These have always proved rather ungovernable elements of the population of China, having risen in rebellion several times in the course of history. The *Miao-jên* are few in number, occupying mountainous districts in the provinces of Yün-nan, Kweichow, Hu-nan, and Kwang-tung. The Mongols, earlier known as *Hsiung-nu* (the Huns) and *Tu-chiieh* (the Tartars), have, as is well known, produced several conquerors, such as Genghis-Khan, Timur (Tamerlane), and Kublai-Khan.

Area and Population. It is impossible to secure strictly accurate figures regarding the area and the number of people inhabiting China Proper. According to the China Year Book for 1920, the total area of China Proper (18 provinces) is estimated at 1,532,815 sq. m. and the population at 316,271,000, apportioned as follows:

Provinces	Area: sq. miles.	Population	Pop. per sq. mile	Capitals
An-hwei	54,826	17,300,000	315	An-king
Che-kiang	36,680	17,000,000	463	Hang-chow
Chih-li	115,830	32,571,000	281	Pao-ting* (Tientsin)
Fuh-kien	46,332	13,100,000	282	Foo-chow
Ho-nan	67,954	25,600,000	376	Kai-fêng
Hu-nan	83,398	23,600,000	282	Chang-sha
Hu-peh	71,428	24,900,000	348	Wu-chang
Kan-su	125,483	5,000,000	40	Lan-chow
Kiang-si	60,498	14,500,000	208	Nan-chang
Kiang-su	38,610	17,300,000	448	Nan-king
Kwang-si	77,220	6,500,000	84	Kwei-lin
Kwang-tung ...	100,000	27,700,000	277	Canton
Kwei-chow	67,182	11,300,000	168	Kwei-yang
Shan-si	81,853	10,000,000	122	Tai-yüan
Shan-tung	55,984	29,600,000	528	Chi-nan
Shen-si	75,290	8,800,000	116	Si-an
Sze-chwan	218,533	23,000,000	105	Chêng-tu
Yün-nan	146,714	8,500,000	58	Yün-nan
<i>Total</i>	1,532,815	316,271,000	206	

*While Pao-ting is the provincial capital, the Viceroy has his seat at Tientsin.



Open-air curio shop

Foreign Population. According to the returns of 1919, the foreign population of China numbered 350,991, excluding the foreign troops. Of these, subjects of the Japanese Empire numbered 171,485 (including Koreans), Russians 148,170, Britons 13,234, Germans 1,335, Portuguese 2,390, Americans 6,660, French 4,409, Spanish 272, Italians 276, Danes 546, Belgians 391, Norwegians 250, Swedes 632, Dutch 367, etc

Chapter V. Political System.

When the Ching Dynasty established itself (middle of 17th century), it adopted the system of administration prevailing in the preceding Ming Period: *i.e.* the government carried out by 6 boards:—Board of Civil Office (*Li-pu* 吏部), Exchequer (*Hu-pu*), Education (*Li-pu* 禮部), War (*Ping-pu*), Justice (*Hsing-pu*), Public Works (*Kung-pu*), the chiefs of these boards constituting ministers, who held the reins of power under the immediate control of the Emperor; while the provinces were placed under powerful viceroys, who exercised both military and civil authority, subject to the Imperial control. Later, owing to the urgent need created by changed political conditions both home and foreign, two powerful committees were organized, one—the Grand Council of State (*Chün-chi-chü*) in 1729 to constitute the closest advisory body to the Emperor, and the other known as *Tsung-li Yamen* (formed in the 2nd quarter of the 19th century) to have charge of diplomatic affairs. These two committees, to which the most powerful and the ablest statesmen of the time were appointed, finally came to constitute, in the latter days of the Manchu régime, the *de facto* Government of China.

After the Boxer outbreak (1900) the voice of reform began to command a respectful hearing in the conservative Peking Court, and after the end of the Russo-Japanese War, the clamour for a constitution became so strong that the Manchu Government was obliged at last to promise a constitution, at the same time remodelling the machinery of the government on a modern basis. There were now formed the ten départements of Foreign Affairs (*Wai-wu-pu*), Home Affairs (*Min-chêng-pu*), Finance (*Tu-chih-pu*), Education (*Hsüeh-wu-pu*), War (*Lu-chün-pu*), Navy (*Hai-chün-pu*), Judiciary (*Szu-fa-pu*), Agriculture and Commerce (*Nung-Kung-shang-pu*), Communications (*Yu-chüan-pu*), and Tributary States (*Li-fan-pu*),—the ministers of state being appointed heads of these departments.

At the same time there was organized the Council of State (*San-i-yüan*), partly by appointment and partly by election from the provinces, and orders were issued to form a similar body in each province; it being made clear that these were preliminary to the real constitutional régime with a parliament and provincial assemblies which would soon be ushered in.

But these reforms did not satisfy the popular discontent. A revolution broke out in 1911, which led to the overthrow of the Manchu (*Ching*) Dynasty and the establishment of a republic with *Yüan Shih-kai* as its provisional president (March 1912). In October 1913, a law for the election of a president was passed by the parliament of the Chinese republic, and accordingly *Yüan Shih-kai* was legally elected by Parliament and inaugurated as President of the Chinese Republic. But the former revolutionaries, who looked upon the establishment of *Yüan Shih-kai* as a return to despotism, made a second attempt at revolution, which was, however, soon quashed (September 1913). In January 1914, Parliament, which

had become by this time a mere shadow of its former self, through the expulsion of the chief members of the *Kuo-min-tang* (the party opposed to Yüan Shih-kai), was formally abolished. But President Yüan was careful to make it clear that he did not aim at absolutism. In March a Convention, appointed by him to amend the provisional constitution of the previous year, produced, with his approval, the Amended Provisional Constitution which is now in force.

President Yüan Shih-kai at first formed a cabinet of ministers (chiefs of 9 departments, the Department for Tributary States having already been abolished), with the premier presiding over them. But in the new Provisional Constitution the premiership is not recognized, though there is one Minister of State to advise the President on all important State business. The chiefs of departments are severally responsible to him for the administrative affairs of their respective charges. The provinces of the Republic—22 in all—are governed by the General-Commandant (*Chiang-chün*) and the Civil Governor (*Hsün-an-shih*), both directly subject to the President of the Republic. Under the Civil Governor the provincial administration is conducted by chiefs of various departments, like Finance, Home Affairs, Education, and Industry, (excluding Military and Naval departments); while for purposes of local administration, each province is divided into several divisions called *Tao*, and each *Tao* into several *Hsien* or prefectures.

The President of the Republic is assisted in the government of the country by the Council of State (*Tsan-chêng-yüan*), an advisory body on administrative matters, whose membership is at present filled by appointment. All matters of legislature will rest with the Parliament (members elected from the provinces), which, meeting annually, will vote on finance bills as well as on legislative bills in general.

The Revised Provisional Constitution consists of 10 chapters:—Chapt. I. On the State; Chapt. II. On the Rights and Privileges of the People; Chapt. III. On the Rights and Duties of the President; Chapt. IV. On the Legislative Power of Parliament; Chapt. V. On Administration; Chapt. VI. On Judiciary; Chapt. VII. On the Council of State; Chapt. VIII. On Finance; Chapt. IX. On the Process of Making a Permanent Constitution; Chapt. X. Appendix.

According to the Provisional Constitution, the President of the Republic has duties, rights, and privileges as follows: He is responsible to the nation as a whole; has power to convene, open, prorogue, and close parliament, as well as to dissolve it with the consent of the Council of State; to publish orders, ordinances, or urgency ordinances (with the consent of the Council of State) to take the place of law; to establish the government organization, appoint or dismiss military and civil officers; to declare peace or war; to conclude treaties; to proclaim martial law; to confer peerages and court rank and decorations; to proclaim a general or special amnesty, reduction of penalties, and restoration of rights; the President is the commander-in-chief of the army and navy.

Chapter VI. Historical Sketch.

I. Most Ancient Period. As in the case of all ancient peoples, the beginnings of Chinese history are shrouded in mystery. It appears, however, that the ancestors of the Chinese, who later came to be known as the *Han* race, were nomads divided into several tribes, having their changing seats of abode along the course of the River Huang-ho, in the regions now known as Kan-su, Shen-si, and Honan.

The different tribes were by degrees united under the rule of powerful chiefs, like *Sui-jên-Shih*, *Hu-hsi-Shih*, and *Shên-nung-Shih*, who taught the people how to till the soil and settle down, introducing likewise the rudiments of civilization. These three are known in Chinese history as the '*Three Kings*.' After them there arose *Huang-Ti* or the 'Yellow Emperor' (2697 B.C.), who taught astronomy, made an almanac, invented the art of writing, and introduced melodies. *Huang-Ti* was also a strong ruler, who extended his dominions by force of arms from Kan-su to the Eastern Seas, from Chih-li in the N. to the River Yangtze-kiang in the south. Then after the two intervening reigns of Emperor *Chuan-hsü* and Emperor *Ti-Ku*, there arose *Yao-Ti* 堯帝 and *Shun-Ti* 舜帝, the two sage Emperors held up to the praise of all ages by Confucius in his 'Book of History.' These five from *Huang-Ti* to *Shun-Ti* are called the '*Five Emperors*' by Chinese historians. The Emperor *Yao-Ti* was an enlightened and wise ruler, who invited *Shun* from the common walks of life to bear the burden of government, giving him his two daughters in marriage. *Shun-Ti* called to his aid in the government of the country the wisest men of the time, among whom *Yü* was the most prominent.

Hsia 夏 Dynasty. *Yü-Ti* 禹帝, the founder of the dynasty, was the able lieutenant of the Emperor *Shun-Ti* in subjugating the flood which devastated the land, entailing immense suffering on the people. On the death of *Yü-Ti*, his son was proclaimed Emperor, which was the first case of hereditary succession in the Imperial line of China.

The Hsia Dynasty lasted 439 years, ruled by 17 emperors, many of whom indulged in debauchery and oppressive tyranny, the last one, Emperor *Chieh Kuei*, being the most notorious. This man and Emperor *Chou Hsin*, the last ruler of the next dynasty, have always been held up as the worst examples of bad rulers, as *Yao* and *Shun* are the model good rulers.

Shang 商 (or Yin 殷) Dynasty. Emperor *Chêng-Tang* 成湯, destroying the corrupt rule of the preceding dynasty, founded a new house, which is known as the *Shang* (or *Yin*) Dynasty. He with his able minister *I Yin* restored order to the distracted realm, establishing an enlightened government. But corruptions set in with succeeding reigns, until new life was infused into the decaying administration by *Pan Kêng* 盤庚 the 16th in succession from the founder. But the evils

again became rife, and the house, which had continued for 644 years, during which time there reigned 28 emperors, finally became extinct with Emperor *Chou Hsin* 紂辛.

Chou 周 *Dynasty* (1122–249 B.C.). *Wu-Wang* 武王, a strong feudatory under the Shang (or *Yin*) Dynasty, at the head of nearly all the princes of the empire, overthrew the despotic *Chou Hsin* above-mentioned and established the new dynasty of *Chou*. He now divided the realm among his relatives and generals, on whom he conferred the titles of *Kung* (duke), *Hou* (marquis), *Po* (count), *Tzu* (viscount), and *Nan* (baron). On the death of Emperor *Wu*, his brother, Tan the Duke of *Chou* acted as regent for the new young ruler, *Cheng-Wang* 成王, and initiated reforms in the social institutions of the state, including music and social rites, which afterwards served as a model for the reform schemes of Confucius. But the succeeding rulers proved unequal to the severe discipline of the model of government set before them, and though the prestige of the house of *Chou* was somewhat revived under the rule of *Hsüan-Wang*, who offered a strong resistance to the inroads of barbarians, corruption finally set in once more, and in 771 the Emperor *Ping-Wang*, finding himself unable to withstand the barbarian invasions, removed the capital from Hao (Si-an) to Loyang (Ho-nan). This is known in history as the 'Removal of the capital toward the East.' From this time on the Imperial rule remained merely nominal, while about twenty powerful feudatories, who had carved out large domains for themselves, acted practically as independent sovereigns. Such was the state of things when Confucius appeared on the stage. Though the house of *Chou* still continued for 516 years, after the removal of the capital to Loyang, the larger part of this period—*i.e.* from 722 B.C., when begins the chronicle (ending in 481 B.C.) in Confucius' *Chun-chiu*, to the ushering in of the powerful *Chin* régime (255 B.C.)—is taken up with the history of different states, feudatories simply in name, almost entirely ignoring the Imperial house. At last there emerged seven large states, *Chin* 秦, *Chu* 楚, *Yen* 燕, *Chi* 齊, *Chao* 趙, *Wei* 魏, and *Han* 韓, known as the 'Seven Powers of the War Time,' (481–255) till the first-named, *Chin*, finally absorbed the six others, thus becoming the sole ruling house of China. In the *Chou* Period China reached a high state of civilization. The books of those days consisted of pieces of bamboo, on which ideographs composing sentences were written with lacquer. (For scholars and books of this period, see Pp. LXVII–LXXI).

II. Ancient Period. *Chin* 秦 *Dynasty* (255–207 B.C.). The King of *Chin*, on unifying the country, styled himself the 'First King-Emperor' 始皇帝, claiming to be greater than any of the ancient 'Three Kings' or of the 'Five Emperors.' On the advice of his prime-minister, *Li Szu*, the King-Emperor abolished the feudal regime, which had split up the country all through the long period of *Chou*, and partitioned the empire into 36 provinces, which were administered by governors appointed by the central government. The King-Emperor, moreover, confiscated all the instruments of war from the

people, melting them down and casting the metal into 12 huge statues; while in order to centralize wealth he forced all the rich men in the empire to make the capital, *Hsien-yang* (present *Si-an*), their permanent abode.

In order to protect the empire from the inroads of northern barbarians, he built the famous Great Wall (*Chang-chêng* 長城), and to keep the internal peace killed many Confucian scholars who opposed the new régime, at the same time commanding all classical books to be burnt. The new despotism, however, aroused fierce opposition among the people. The house of Chin was overthrown by *Liu Pang*, who became the founder of the famous Han Dynasty.

Han 漢 *Dynasty* (206 B.C.–220 A.D.). *Liu Pang* 劉邦, who rose from a humble station, was a born leader of men. His great rival in his imperial ambitions was *Hsiang Chi* 項籍 (also known as *Hsiang Yü* 項羽), who was a huge man, 8 ft. tall, strong-limbed and of great bravery. At first *Hsiang Chi* had a larger following, but *Liu Pang*, aided by his able lieutenants, *Su Ho*, *Han Hsin*, and *Chang Liang*, finally defeated him and made himself master of the situation. By later historians *Liu Pang* is known as *Kao-tsu* 高祖, or the 'Founder' (of the House of *Han*). The Han Dynasty reached the zenith of its splendour and greatness in the long reign of Emperor *Wu-Ti* 武帝 or the 'Martial Emperor' (140–87 B.C.), the sixth in succession from *Kao-tsu*. The Emperor encouraged literature at home and extended the frontiers of the empire in all directions. His dominions came to extend from Korea in the E. to Tibet in the W.; his armies quelled the risings of the aborigines in the southernmost provinces, while in the N. and N.W. his famous generals—*Wei Ching*, *Ho Chü-ping*, and *Li Kuang-li*—kept the land



Lo-chiao-tzu cart with women passengers

within the Great Walls free from Tartar invaders. A notable event of Wu-Ti's reign was the opening of communication with W. Asia (Fergana and Bactria) and India; his indefatigable emissary, *Chang Chien*, conducted several long journeys, through hostile countries and across desert sands, encountering immense difficulties and bringing back invaluable information of all the strange things of those lands.

Usurpation by Wang Mang 王莽. Half a century later the glorious house of Han became practically extinct, the throne being usurped by a powerful minister, Wang Mang, who after several years of dissimulation finally threw off the mask, making himself Emperor (9 A.D.). He changed the name of the dynasty to *Hsin* 新 and tried in every way to obliterate the memory of the overthrown dynasty, so as to win popularity for the new house. But a seion of the Imperial house of Han, *Liu Hsiu* by name, with his elder brother *Liu Yen*, gathered together a powerful army and defeated the army of the usurper in a pitched battle—the usurper himself being subsequently killed in the capital. Liu Hsiu, after pacifying the country N. of the Huang-ho, which had been rent asunder by uprisings, ascended the throne of his fathers (25 A.D.) and became known as the Emperor *Kuang-wu-Ti*. The revived house came to be known as the 'Posterior (or Eastern) Han Dynasty,' in contradistinction to which the preceeding line of the Hans is called the 'Earlier (or Western) Han Dynasty.' The new Emperor was an enlightened and able prince. He encouraged virtue and learning, gave peace and rest to a distracted country, and his reign is remembered as one of the happiest in the history of China.

In the course of the 196 years of the Posterior Han Dynasty, during which 13 Emperors reigned, one of the most notable events was the introduction of Buddhism, in 67 A.D., being the 10th year of the reign of *Ming-Ti*, the immediate successor of Emperor *Kuang-wu-Ti*. The Emperor *Ming-Ti* had heard of the fame of the religion of Buddha, which had already spread in Western Asia and Tibet, as well as in Ceylon. His emissary, *Tsai Yin*, came back from the country of *Ta-yüeh-Shih* in Western Asia with two Indian priests, named *Kashya Matanga* and *Dharma Rakcha*, who brought the scriptures borne on a white horse (see P. 147). Once having entered China, it will be seen that Buddhism with its peculiar tenets has powerfully influenced the thought of the Chinese, as may be noticed in the rise of the Sung School of Confucianism. Another interesting event of this period was the arrival of an embassy from the Roman Emperor Marcus Aurelius Antoninus (166 A.D.).

Three Kingdoms Period (221–265 A.D.). The close of the Posterior Han Period was marked by the disaffection of powerful generals, caused by the tyranny of the central government. There arose finally three strong men, who out of the decayed fabric of the empire fashioned for themselves powerful states, known in history as the 'Three Kingdoms.' These three men were *Tsao Tsao* 曹操 (or *Tsao Mêng-tê*), who founded Wei State, *Sun Chüan* 孫權, who held sway S. of the Yangtze-kiang (Wu State), and *Liu Pei* 劉備

who claimed to be a scion of the house of Han and established his seat in Chêng-tu, Sze-chwan, ruling over the Shu State (also known as the Minor Han State).

Chin 晉 Dynasty (265–420 A.D.). The unity of the empire was restored by the Chin Dynasty. The founder (*Wu-Ti*) was a powerful general under the Wei Dynasty, who usurped the imperial authority and subjugated the weak chiefs of his two rival states (*Shu* and *Wu*). But the peace of the empire was soon disturbed by great inroads of barbarian tribes from the N., which (five in number) set up independent kingdoms within the empire. In the reign of the founder of the Chin Dynasty there arrived an embassy from the Roman Emperor Theodosius (284 A.D.)

North and South Dynasties Period (420–589 A.D.). Those were troublous times. In the S. four short dynasties succeeded one another: Sung (or House of *Liu* 劉宋), Southern Chi 南齊, Liang 梁, and Chên 陳,—whose sway did not reach the N., where there reigned either in succession or contemporaneously several short dynasties (e.g. Northern Wei, Western Wei, Eastern Wei, Northern Chi, Northern Chou, etc.), which were mostly of barbarian origin. This divided state of things was finally ended by the rise to power of the Sui Dynasty.

Sui 隋 Dynasty (589–618 A.D.). A great event of the Sui Period was the building by Emperor *Yang-Ti* of long canals to connect different waterways between the N. and S., thereby bringing Chang-an (Si-an) and Lo-yang (Ho-nan) into water communication with Kiang-tu (Nanking). Along the course of this waterway the Emperor built some forty palaces, among which he used constantly to change his residence, removing his luxurious court from one palace to another. Doubtless he had economical and political reasons for building the canals, but, before these reasons could be appreciated, the heavy tax in labour and lives (2,000,000 men being employed at one time in canal-digging), as well as in money, so exasperated the people that there arose great discontent all over the country. The Emperor, moreover, engaged in fruitless campaigns against the Koreans, which increased his unpopularity. He was finally assassinated in his palace at Kiang-tu.

III. Middle Period. *Tang 唐 Dynasty* (618–909 A.D.). The founder of the Tang Dynasty was *Li Yüan*, Duke of Tang, who in the latter days of the Sui Period raised at Tai-yüan a standard of rebellion, making common cause with many others who were engaged in similar attempts. In this bold enterprise he was greatly aided by his able son, *Shih-min*, and it was the latter who by his shrewd strategy in war and politics finally got his father placed on the imperial throne of united China. After 9 years' rule, the father was wise enough to transfer the reins of sovereignty both in fact and name to his son. The 23 years' reign of *Tai Tsung* (the title by which Shih-min has come to be known to posterity) is one of the most brilliant in the history of China. He found able advisers in statesmen

like *Tu Ju-hui*, *Fang Hsüan-ling*, *Wei Chêng*, *Wang Kuei* and administered with justice and equity the long distracted Chinese community, encouraged learning by establishing a great university in his capital, *Lo-yang*, and reformed criminal law, while at the same time his armies extended and secured the frontiers against the Turks in the W. and other barbarians of the N. and N.E. The Emperor *Tai-Tsung* himself headed several expeditions against the Koreans in the *Liaotung* region (S. Manchuria).

The house of Tang thus securely established on the throne of China suffered much from constant female interference in politics. In the latter years of the long reign of *Kao-tsung*, the immediate successor of *Tai Tsung*, *Wu-hou*, a clever and strong-minded Empress, gained complete control over her imperial spouse, and for twenty years after his death, setting at naught the nominal reign of his son *Chung-tsung*, governed the country with a firmness and wisdom worthy of Catherine II of Russia. Indeed for a time she ousted the dynasty, setting up her own house of Chou, but was finally induced to recall *Chung-tsung* to the throne from his forced retirement. Later historians agree in ignoring her house altogether. The name by which she is remembered in history is *Tsê-tien Wu-hou*, or the 'Heaven-obeying Valiant Empress.' It may interest the reader to know that she was originally a wife of *Tai Tsung* and had become a nun on his death, but *Wang-Shih*, the Empress of *Kao-tsung*, invited her to the harem as the only person who could oust her rival in the Emperor's love. But the new lady proved herself more than equal to *Wang-shih's* expectations. For she not only ousted the Empress's rival, but the Empress herself as well, causing the latter to be secretly murdered as standing in the path of her ambition. Again, after the death of *Wu-hou*, another strong-minded woman appears on the scene. The Empress of *Chung-tsung*, who had shared his retirement under the rule of *Wu-hou*, as soon as her consort was restored to power, began her political intrigues and finally murdered the Emperor. But after all she proved herself a weak imitation of her great predecessor, for she and her clique were swept away by a party led by *Lung Chi*, a member of the Imperial house, who became the Emperor *Hsüan* (or *Yüan*)-*Tsung*.

The Emperor *Hsüan-tsung* for the first half of his long reign of forty years proved himself an able and brilliant prince, but finally succumbed, notwithstanding the warning before him, to the charms of Lady *Yang* who had been the wife of one of his sons. The Emperor left the administration of the Empire to *Yang Kuo-chung*, the brother of the lady and made a favourite of *An Lo-shan*, a general of barbarian extraction, who headed a rebellion and plunged the empire into the terrible throes of a civil war for 8 years, in the course of which the capital, *Chang-an*, fell into the enemy's hand, the Emperor and the Crown Prince fleeing in different directions. Though the rebellion was finally crushed and the house of Tang secured on the throne, yet the Tang Dynasty never recovered from the loss of prestige it suffered from those wars of the era of *Tien-pao*.

The history of the later portion of the Tang Period, covering over a century and a half, contains few events of general interest. It is largely taken up with stories of the insubordination of provincial chiefs, who, in their capacity of commanders of armies or civil governors of provinces, often appointed their sons to succeed them (if the armies, like Roman provincial legions, did not proclaim successors from among themselves), the central government being generally compelled to acquiesce in the arrangement in order to preserve peace. The successive reigns also suffered from the all-powerful group of eunuchs at the Court, who generally appointed ministers and held in their grip the Emperor himself. But the civilization of China reached at this epoch almost the zenith of its splendour. In art, in literature, in religion, as well as in trade, the China of the 8th and 9th centuries showed herself the most civilized country in the whole world. It was in this epoch that Nestorian Christians from W. Asia pushed their way into the Chinese capital, as evidenced to-day by a stone monument in Si-an. China opened trade by sea with India and beyond. It is known that Chinese traders ventured to visit the coasts of the Persian Gulf, while enterprising Arabians frequented Kwang-chow, Chüan-chow, and Hang-chow, where there were custom-houses to levy imposts on articles of foreign trade.

Five Dynasties Period (907-960 A.D.). Between the close of the Tang Period and the rise to power of the Sung (960 A.D.), there intervened a short period of 53 years, occupied successively by the five small dynasties, Posterior Liang, Posterior Tang, Posterior Chin, Posterior Han, and Posterior Chou. These never held a universal sway over all China, but were petty states in the N., while at the same time about 10 other kingdoms existed in other parts of the country.

Sung 宋 Dynasty (N. Sung 960-1127 A.D.; S. Sung 1127-1279 A.D.). The founder of the Sung Dynasty was *Chao Kuang-yin*, a powerful general of the Posterior Chou Dynasty, who was set up as Emperor by his army. He had many rivals, and it took him nearly 20 years to restore unity to the empire. The Emperor *Tai-su* (the name by which he is known in history), taking warning from previous dynasties, adopted a centralizing policy of administration, curbing the power of provincial generals and replacing them by civil officials whenever opportunity offered. He was succeeded by his younger brother, who was a very able prince. A great trouble of the new dynasty was the war of opinions among scholars and statesmen, who ranged themselves into different groups or parties constantly intriguing to displace a rival party in the imperial favour. The chief cause of the war of opinion was the scheme of reforms initiated by a great scholar *Wang An-shih*, who, about a hundred years after the time of the founder of the dynasty, carried out with the sanction of the Emperor *Shên-tsung*, his radical measures, which in some of their features were in principle akin to the State-Socialism of modern times.

These changes, though well-meant from the point of view of

a paternal government, doubtless caused inconvenience in practice, at least before the people became used to them, and a storm of opposition was called forth from the majority of the scholars of the time. The scheme was never fully tested, and the name of Wang An-shih has remained to this day a subject of opprobrium to orthodox Confucian scholars.

The greatest danger the new dynasty had to meet was the barbarian invasion from the N. In the later days of the N. Sung Dynasty the Western Liaos (or *Chi-tan Tartars*) were all powerful and succeeded in establishing themselves in the N. provinces, making modern Peking their capital. But a new power arose—the *Chins* or *Kins* 金 (or *Nü-chên Tartars*)—who in turn overpowered the W. Liaos and in 1126 crossed the Huang-ho, descending like an avalanche on the corrupt and distracted Imperial court at *Pien* (modern Kai-fêng), and made captive both the retired Emperor, *Hui-tsung*, and his son, Emperor *Chin-tsung*. Thus the apparent extinction of the house of N. Sung was brought about 167 years after its foundation.

The dynasty was, however, revived by the setting up at Nanking of Emperor Kao-tsung, and the subsequent fixing of the capital at Hang-chow. But after a further period of troubled existence, the house became finally extinct in 1279, succumbing before the all-powerful might of the Yüan invaders, who had overthrown the Chins, just as the latter had previously overthrown the W. Liaos. This period of recrudescence of the Sung Dynasty is known as the *Southern Sung Period*.

Yüan 元 (Mongol) Dynasty (1260-1367 A.D.). Though the Yüan or Mongolian Dynasty must be regarded as beginning in 1279, with the extinction of the house of the Sung, which had maintained in its latter days a most precarious existence in a corner of South China, in actuality the Mongolian rule over the larger part of China began many years previous to that date. We may for practical purposes take the Yüan Period as beginning with the accession to the throne at Peking (1260) of Kublai-Khan, a grandson of the famous Genghis-Khan and the heir to the E. half of the latter's empire. Kublai, who is known in Chinese history as *Shih-tsu*, was a broad-minded prince, who employed in his service many foreigners, *e.g.* a Persian, Ahmed, who became a minister, and an Italian, Marco Polo, who also filled a high diplomatic post in the government. The Chinese empire under the Yüans included Korea, Liao-tung, Mongolia, Tibet, Central Asia, and Cochin China, in addition to China Proper. In 1281 the Emperor Shih-tsu sent a huge army (100,000 men) for the conquest of the Japanese islands; but the expedition failed, his great ships, like the Spanish Armada, being grappled with by Japanese warriors in their little vessels and finally destroyed by a great hurricane.

In the Yüan Period frequent intercourse took place between China and Western Asia. There were two land routes, one leading through the S. of the Tianshan Ranges and the other traversing the

N. of those mountains, finally reaching Peking, while by sea ships from India and the Persian Gulf used to call at Chüan-chow in Fuh-kien Province. But the foreign rule never became popular with the Chinese and the taxes were heavy; and at last many Chinese leaders rose in rebellion, among whom *Chu Yüan-chang* succeeded in establishing himself at *Chin-ling* (present Nanking), calling the new dynasty by the name of *Ming*.

Ming 明 *Dynasty* (1368–1662 A.D.). The new native dynasty was popular, and the early rulers took pains to restore as much as possible the old traditional method of administration. In 1421 the government and the Imperial Court were transferred from Nanking to Peking, a recognition that the greatest danger to the empire lay towards the N., where in Mongolia and in N. Manchuria were found new vigorous races which might one day prove victorious over the more civilized Chinese. Those who visit the Thirteen Tombs (near Peking) of the Ming Emperors will get some faint idea of the pomp and glory of the Ming court.

Learning was encouraged. There arose two great scholars, *Hsieh Hsüan*, who upheld the doctrines of the Sung School of Confucianism as expounded by *Chu Hsi*, and *Wang Shou-jên*, who was more original, founding a school of his own (see P. LXXVI under History of Literature). These men and other scholars did much to raise the tone of political morals, but finally the inevitable corruption and decay set in, and once more China lay at the feet of foreign invaders.

IV. Modern Period. *Ching* 清 (Manchu) *Dynasty* (1616–1912 A.D.). The Ching or Manchu rulers of China had their original home in Manchuria, where they first established themselves, as had already been the case with two other ruling houses, the Liaos and the Chins. (See Vol. I. under Manchuria.) The new dynasty had at first two able rulers, the Emperors *Kang-hsi* (or *Shêng-tsu jên*) and *Chien-lung* (or *Kao-tsung Shun*), who were great generals and great statesmen. The Chings imposed on the Chinese the Manchu custom of wearing queues, but otherwise adopted the traditional method of government, employing Chinese of ability in high administrative posts. They thus succeeded in a very large measure in winning the respect and obedience of the Chinese, though finally the dynasty fell (in 1912) before the cry of "China for the Chinese" and the march of republican revolutionaries. The following are the more interesting events in the later history of China under the Manchus:

1840–1842. *Opium War and Treaty of Nanking.* This war—between the English and the Chinese—was caused by *Lin Tse-hsü*, an Imperial commissioner at Canton, who tried to stop the importation of opium by a hasty and violent measure (1840). The war was ended by the Treaty of Nanking (1842). By the treaty Hongkong was ceded to Great Britain, Canton, Amoy, Shanghai, Foochow and Ningpo were opened to foreign trade, and China also paid an indemnity.

1849-1864. *Tai-ping Rebellion.* This great rebellion was started in Kwang-si (S. China) by Hung Hsiu-chüan, who styled himself the 'Heavenly Prince,' calling Jesus Christ his 'Elder Brother,' and who claimed that he had a divine mission to overturn the Manchu Dynasty and set up the 'Great Peace Kingdom' (*Tai-ping Tien-kuo*). The rebellion spread like wildfire over 16 provinces, and at one time the Taipings established themselves in Nanking and held sway over a large number of provinces S. of the Yangtze-kiang. The Chinese generals who were chiefly instrumental in crushing the rebellion were *Tsêng Kuo-fan*, *Tso Tsung-tang*, and *Li Hung-chang*, who were most ably assisted by General Gordon and his 'Ever-Victorious Army.'

1856-1858 and 1859-1860. *Wars with England and France.* The allied Franco-British forces bombarded the Taku Fort on both occasions, on the second occasion completely succeeding in taking the fort, occupying Tientsin, and marching on Peking. The causes of the wars were the illegal seizure of a British lorcha, the Arrow, the burning of the foreign factories in Canton, and the killing of a French missionary on the frontier of Yün-nan and Kwang-si. The peace was restored by the Tientsin Treaty.

1881. *Ili Treaty.* Constant disturbances, on the Russian and Ili (or Kuldja) frontier, caused by the Tungari who were in rebellion against China, had led the Russians to occupy the province of Ili, which they were still holding in 1876 when the Chinese reconquered it. The province became Chinese by the Treaty of Ili, concluded between Russia and China; the latter agreeing to pay an indemnity of 9 million roubles.

1884-5. *War with France.* In this war, though China achieved some successes on land, she was at the mercy of the French fleet under Admiral Courbet, who effected a landing in Formosa. The



Camels slaking their thirst

cause of the war was the question of the mastery over Annam. The French succeeded in making good their claim, which was recognised by a treaty concluded between the two countries (1885).

1894-5. *Sino-Japanese War*. This war, as is well known, was due to the rivalry between Japan and China for the mastery over Korea, the ostensible reason being China's violation of her treaty with Japan (the Tientsin Treaty of 1885) concerning the sending of troops to Korea. Peace between the two countries was concluded by the Shimonoseki Treaty; and Japan retroceded the Liaotung Peninsula to China, in accordance with the advice of Germany, Russia, and France.

1897-8. *European Encroachments*. The Germans seized Kiaochow in December 1897, as compensation for the murder of two missionaries, and in the following January secured from the Chinese a 99 years' lease of the town, harbour, and district. In March 1898, Russia gained possession of Port Arthur and Dairen (with territories undefined at first) on a lease for 25 years. In June, Great Britain obtained a lease of Wei-hai-wei, for such period as Russia might hold Port Arthur. Great Britain also obtained a 99 years' lease of territory on the mainland opposite the island of Hongkong, and France also of Kwang-chow-wan on the mainland opposite the island of Hai-nan.

1900. *Boxer Outbreak*. The Boxers seized the foreign legations in Peking, which after a period of great suspense, were relieved by the arrival of the allied forces of 8 nations (Japan, Great Britain, Russia, America, France, Germany, Austria-Hungary, and Italy).

1904-5. *Russo-Japanese War*. The war was caused by the continued occupation of Manchuria by Russia, in violation of her promise to evacuate, and was concluded by the Portsmouth Treaty. Japan came into possession of all the railway and lease privileges which Russia had previously enjoyed.

1912. *Fall of the Manchu Dynasty*. Ever since the Manchu throne of China had been shaken to its foundations by the Taiping Rebellion, different causes one after another contributed to weaken its prestige. These causes may be summed up in a word as the encroachment of the neighbouring powers. In the last years of the Manchu Dynasty, the Dowager Empress *Hsi Tai-hou* for many years proved herself by her ability and powerful personality the sole support of the tottering house of the Manchus. But she died in 1908, and the revolutionary outbreak of 1911 precipitated the downfall of a house which had ruled the country since 1644. In place of the Imperial regime thus ended, a republic was set up with *Yüan Shih-kai* as President.

Chronology.

Period of the 'Five Emperors' 五帝紀	{	2698 B.C.	Accession of Emperor Huang-Ti 黃帝.
		2357 „	Accession of Emperor Yao-Ti 堯帝.
		2255 „	Accession of Emperor Shun-Ti 舜帝.

Hsia Dynasty 夏紀	{ 2205 B.C.	Accession of Emperor Yü 禹, who controlled the floods which devastated China.
Shang Dynasty 商紀	{ 1766 „ 1154 „	Accession of Emperor-Chêng-Tang. Extinction of Shangs.
Chou Dynasty 周紀	{ 1115 „ 771 „ 551 „ 255 „	Beginning of the regency of the Duke of Chou 周, under whom China attained a high state of civilization. Beginning of Chou State's decline; Removal of Capital to Lo-yang. Confucius born. House of Chou becomes extinct.
Chin Dynasty 秦紀	{ 221 „	Unification of China under the Emperor Shih-huang-Ti 始皇帝 of Chin or Tsin (who afterwards built the Great Wall).
Han Dynasty 漢紀	{ 206 „ 115 „ 8 A.D.	Establishment of Han 漢 Dynasty (also called Earlier Han or Western Han). China opens communication with the countries of W. Asia. Usurpation of Han Dynasty by Wang Mang 王莽.
E. Han Dynasty 東漢紀	{ 25 „ 67 „	Revival of Han Dynasty by Emperor Kuang-wu-Ti 光武帝; henceforth known as Posterior (or Eastern) Han Dynasty. Buddhism first introduced.
Minor Han Dynasty 蜀漢紀	{ 221 „	Rise of Minor Han Dynasty, under Liu Pei 劉備, who was assisted by the celebrated Chu-ko Liang 諸葛亮.
Wei Dynasty 魏紀	220 „	Accession of Emperor Wên-Ti of Wei Dynasty.
Wu Dynasty 吳紀	222 „	Accession of Emperor Ta-Ti.
W. and E. Chin Dyn. 西東晉紀	{ 265 „ 317 „	W. Chin (or Tsin) Dynasty 西晉. E. Chin Dynasty 東晉.
Epoch of Division between North and South 南北朝	{ 420 „ 493 „ 538 „ 550 „ 557 „	N. and S. Dynasties Period 南北朝 begins. Emperor Hsiao-wên-Ti, of Northern Wei (or Yüan Wei) Dynasty makes Lo-yang the capital. Wei State split up into E. and W. Wei. Rise of N. Chi 北齊 Dynasty, in place of E. Wei. Chên 陳 takes the place of Liang 梁 Dynasty; N. Chou that of W. Wei.
Sui Dynasty 隋紀	{ 589 „ 615 „ 618 „ 629 „ 625 „ 645 „ 651 „	Unification under Sui 隋 Dynasty. Great Canal Work begun under Emperor Yang-Ti 煬帝 of Sui. Sui Dynasty superseded by Tang 唐 Dynasty. Priest Hsüan-chiang 玄奘 visits India. Introduction of Nestorian Christianity. General intercourse with India begins. Communication with Arabia; Caliph Osman sends an embassy to China.
Tang Dynasty 唐紀	{ 684 „ 705 „ 715 „ 755 „ 789 „ 845 „ 907 „ 923 „	Usurpation by Empress Wu (or Wu-hou 武后). Revival of Tang Dynasty. Accession of Emperor Hsüan (or Yüan)-tsung 玄 (or 元) 宗; rise of Pohai State. An-lo-shan 安祿山 Rebels against Emp. Hsüan-tsung. Monument set up in Chang-an 長安 commemorating the introduction of Nestorian Christianity. Emperor Wu-tsung 武宗 prohibits Buddhism.
Epoch of Five Dynasties 五代	{ 907 „ 923 „	Posterior Liang 後梁 Dynasty supersedes the Tang. Posterior Tang Dynasty supersedes the Posterior Liang.

Epoch of Five Dynasties 五代	936 A.D.	Posterior Chin Dynasty supersedes the Posterior Tang.
	947 "	Posterior Han Dynasty supersedes the Posterior Chin.
	950 "	Posterior Chou Dynasty supersedes the Posterior Han.
Sung Dynasty 宋紀	960 "	Unification achieved under Sung 宋 Dynasty.
	979 "	Accession of Emperor Tai-tsung 太宗 of Sung Dynasty.
	1069 "	Wang An-shih 王安石 introduces reform measures.
	1115 "	Accession of Emperor Tai-tsu 太祖 of Kin 金 Dynasty.
	1125 "	Alliance of Sung and Kin Dynasties.
S. Sung Dynasty 南宋紀	1127 "	Southern Sung Dynasty establishes itself first at Chin-ling (modern Nanking) and later at Hang-chow.
	1168 "	Destruction of the power of the Liaos.
	1206 "	Rise of Genghis 成吉思 Khan (or <i>Tieh-mu-chên</i>), known in history as Emperor Tai Tsu of Yüan 元 Dynasty.
	1234 "	Overthrow of the Kin power.
	1260 "	Accession of Emperor Shih-tsu 世祖 (Kublai Khan) of Yüan Dynasty.
Yüan Dynasty 元紀	1278 "	Extinction of Southern Sung Dynasty.
	1281 "	Japan invaded by Kublai 忽必烈 Khan.
	1368 "	Extinction of the Yüans, accession of Emperor Tai-tsu of Ming 明 Dynasty at Chin-ling (modern Nanking).
Ming Dynasty 明紀	1406 "	Annexation of Annam.
	1421 "	Removal of capital to Peking.
	1519 "	Portuguese for the first time visit China.
	1563 "	Macao occupied by the Portuguese.
	1580 "	Matteo Ricci preaches Christianity in China.
	1592 "	Korea invaded by Japan; China sends armies to Korea's aid.
	1634 "	Rise of the Manchus (Ching 清 Dynasty).
Ching (Manchu) Dynasty 大清朝	1644 "	Overthrow of the Ming Dynasty; Emperor Shih-tsu 世祖 establishes himself in Peking.
	1689 "	Treaty of Nertchinsk with Russia.
	1728 "	Kiakhta Treaty with Russia.
	1839 "	Commissioner Lin 林 destroys opium belonging to British merchants at Nanking; Opium War begins.
	1842 "	Nanking Treaty concluded.
	1849 "	Commencement of the Taiping Rebellion.
	1860 "	Peking invaded by the allied armies of England and France; Tientsin Treaty.
	1864 "	Final overthrow of the Taiping Rebels.
	1870 "	Ili (Kuldja) occupied by Russia.
	1884 "	Franco-Chinese War.
	1885 "	Treaty with France.
	1894 "	Sino-Japanese War begins.
	1895 "	Shimonoseki Treaty.
	1897 "	Kiao-chow leased to Germany.
	1898 "	Russia acquires the lease of Port Arthur and Dairen; Wei-hai-wei leased to Great Britain, and Kwang-chow-wan to France.
Chinese Republic 中華民國	1900 "	Boxer Uprising in N. China; allied armies occupy Peking.
	1904 "	Russo-Japanese War in Manchuria.
	1911 "	Great revolutionary outbreak in S. China.
	1912 "	The Manchu Emperor abdicates and China becomes a republic known as <i>Chung-Hua-Min-Kuo</i> .

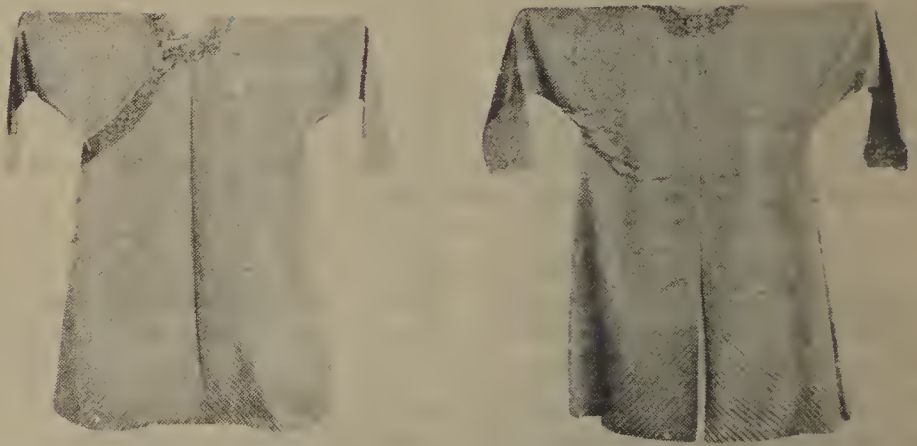
Chapter VII. Social Classes and Customs.

I. Class Divisions. From very ancient times the Chinese people have been divided into the four classes of soldiers, farmers, artisans, and traders. These classes were distinctly established as early as the period of the Chou Dynasty (1222–249 B.C.), so that in those days all young men were required to follow the profession or occupation of their sires. With the inauguration of the Ching or Manchu Dynasty, a special military class, called *Pa-chi** or 'Eight Banners,' was organized with Manchurian levies. These became a class by themselves, the martial profession being made hereditary and receiving a fixed annual stipend from the Government. These 'banner-men' were regarded till the revolution of 1911 as the special defenders of the Manchu Dynasty. This soldier class, together with the other three classes of farmers, artisans, and traders, made up the traditional four classes. But there had come to be recognized a fifth class (*Hua-hu*), semi-outcasts so to speak, consisting of barbers, keepers of houses of ill-fame, actors, servants (slaves), and manicures. Anyone belonging to this latter class, however high his scholarly attainments, could never be appointed to a public office. Now all these class distinctions were abolished as a result of the revolution of 1911, so that in the eyes of the law all are now equal, there being neither privileged classes nor a disabled caste.

* **Pa-chi.** The Eight Banners Class was first organized in the first half of the 16th century by the founder of the Ching (Manchu) Dynasty, who divided his retainers into four divisions, distinguished respectively by banners of the four colours,—yellow, red, blue, and white. Later there were organized four more divisions, which were distinguished by banners of the same colours, but *having borders*, which those of the earlier four divisions had not. In addition to the Manchus, these *Pa-chi* armies at first contained many Chinese and Mongolian volunteers, but in the next reign, with the establishment of the seat of government at Peking and the consequent need for army expansion, the original *Pa-chi* army was rid of the Chinese and Mongolians hitherto forming part of it, making it purely Manchurian; while at the same time two new *Pa-chi* armies were organized, one of them Mongolian and the other Chinese. Thus reorganized and enlarged, the armies of the Emperor Tai Tsung numbered 200,000 and became the all-powerful means of effecting the conquest of the whole of China and Mongolia. With the restoration of peace, a part of the Manchurian *Pa-chi* was stationed in Peking and neighbourhood for the defence of North China, but the rest was sent to the S. in different bodies, each under the command of a Manchu Prince, to settle down as permanent garrisons in Hang-chow (Chekiang Province), Nanking (Kiangsu Province), Foo-chow (Fuhkien Province), Si-an (Shensi Province), Chêng-tu (Szechwan Province), King-chow (Hup h Province), Ning-hsia (Kansu Province), and Canton (Kwangtung Province).

The Manchu *Pa-chi* troops being formed into a soldier class were required to dwell in a fixed quarter, and none but those who had retired from the service might engage in trade or other profitable occupation. They received a fixed stipend, were freed from taxes, and in case of the death of their parents received an extra allowance. Their widows and orphans were also supported by the Government. The Chinese *Pa-chi* were similarly well treated, with this difference, that in their case the stipends were paid only to those in active service. They never became a hereditary class by themselves, but remained to the end volunteers, enlisted from different classes. These *Pa-chi* armies have now been replaced by modern armies.

Nobility. The ranks of the nobility were fixed in the 12th century B.C., i.e. in the time of the Chou Dynasty, as *Kung*, *Hou*, *Po*, *Tzu*, and *Nan*,



Chinese gentleman's coat—front and back—Chien-lung Era

which singularly correspond to the Prince, Marquis, Count, Viscount, and Baron of Europe. As originally instituted, the Kung (prince) and Hou (marquis) each owned land measuring 100 *li* (about 5,000 acres), the Po (count) 70 *li* (about 3,500 acres), the Tzu (viscount) and Nan (baron), each 50 *li* (about 2,500 acres); they were feudal vassals of the Chou Emperor. Under the Manchu Dynasty, these names remained as ranks of peerage, but bereft of their original feudal sense, and increased by the addition of several new ranks. The degrees of peerage under the Manchus numbered altogether twenty-nine, as follows. The *Kung* or Princes, divided into 1st, 2nd, and 3rd class Kungs; the *Hou* or Marquises, divided into the four degrees of 1st class Hou with *Yün-Chi-wei* in addition, 1st, 2nd, and 3rd class Hous; the *Po* or Counts, divided into 1st class Po with *Yün-Chi-wei* in addition, 1st, 2nd, and 3rd class Pos; the *Tzu* or Viscounts, divided into 1st class Tzu with *Yün-Chi-wei* in addition, 1st, 2nd, and 3rd class Tzus; the *Nan* or Barons, divided into 1st class Nan with *Yün-Chi-wei* in addition, 1st, 2nd, and 3rd class Nans; the *Chin-chê-Tu-wei*, divided into 1st class Chin-chê-Tu-wei with *Yün-Chi-wei* in addition, 1st, 2nd, and 3rd class Chin-chê-Tu-weis; the *Chi-Tu-wei*, divided into the 2 degrees of Chi Tu-wei with *Yün-Chi-wei* in addition, and *Chi-Tu-wei*; the *Yün-Chi-wei*; the *Ên-Chi-wei*. The Chinese peerage was hereditary, but at each new succession a noble's rank was reduced by one degree, except in the case of a family which enjoyed the special privilege of immunity from this rule. When in the course of descent the 8th rank, *i.e.* the *Yün-Chi-wei*, was reached, the family ceased to belong to the peerage at the next succession, except those families whose ancestors had died fighting for the Emperor, in which case the family was created an hereditary *Ên-Chi-wei*. The rank *Yün-Chi-wei* also served as a unit of degree, so that its addition to any other degree raises that degree by one unit, *e.g.* the '1st class Hou with *Yün-Chi-wei* in addition' is above the simple 1st class Hou by one degree (see above).

Under the Manchus elevation to the peerage was confined to: (1) those who had rendered some signal service to the State either in civil or military affairs; (2) those who had died for the State, displaying marked loyalty; (3) the near relations of the Empress-Dowager or the Empress; (4) the descendants of Confucius; (5) the descendants of the Ming Imperial line.

China's Imperial House. Although China is a republic, her government recognizes the late Manchu Emperor as Ta-Ching Huang-ti, or the 'Great Ching Emperor,' and pays for the support of the Imperial family. It also recognizes in the same way the princely rank of members of the Imperial family and of the chiefs of tributary tribes (e.g. the Mongolian princes).

The Imperial Family is divided into the members belonging to the main line and others of collateral lines. The latter enjoyed a few privileges only, relating to penal cases (even these, however, have now all been abolished). The members of the main line are also divided into 2 classes, those who possessed princely rank and others who had no such rank. The ranks are of 14 degrees: viz. (1) the *Hê-shih Chin-wang*, (2) the *Shih-tzu*, (3) the *To-lo Chün-wang*, (4) the *Chang-tzu*, (5) the *To-lo Pei-lê*, (6) the *Ku-shan Pei-tzu*, (7) the *Fêng-ên Chên-kuo-kung*, (8) the *Fêng-ên-pu-kuo-kung*, (9) the *Pu-ju-pa-fên-chêh-kuo-kung*, (10) the *Pu-ju-pa-fên-pu-kuo*, (11) the *Chên-kuo Chiang-chiün*, (12) the *Pu-kuo Chiang-chiün*, (13) the *Fêng-kuo Chiang-chiün*, (14) the *Fêng-ên Chiang-chiün*. At each new succession, a family must descend one degree in rank, except in the case of certain privileged ones. The members of the main line, but without rank, are: (1) the sons of concubines of the princes of the 7th and other succeeding ranks; (2) the sons of consorts other than the chief wife and of concubines of the princes of the 9th and other succeeding ranks; and (3) the sons other than the first-born of the princes of the 14th rank.

The members of the Imperial family were supported at the expense of the court: before 1911 the prince of the highest rank annually received 10,000 *taels* and 10,000 *hu* (1 *hu* = 2½ bushels) of rice, and one of the lowest rank 110 *taels* and 110 *hu* of rice; for distinguished service to the State their money allowances were often doubled. But the more distant members, especially those without any rank were very insufficiently paid. Their condition since the downfall of the dynasty must be deplorable.

Princely Ranks among Mongolian Chiefs: The chiefs of Inner Mongolia (*Dzassak*) hold princely titles conferred by Manchu Emperors,—these titles being of six ranks, viz. *Chin-wang*, *Chün-wang*, *Pei-lê*, *Pei-tzu*, *Chên-kuo-kung*, and *Pu-kuo-kung*, resembling the ranks of the Imperial Princes. When not holding one of these ranks, a chief is known by one of the two Mongolian titles of *Daidji* and *Tabunang*, (each of these being divided into 4 degrees). In the case of the chiefs of Outer Mongolia, those who do not hold one of the six ranks mentioned above are known by the time-honoured title of *Khan*.

II. Costume. Excepting a small number of people who hold advanced ideas and wear European dress, the vast majority of people, though they may have removed their queues and old-fashioned caps* (*mao-tzu*), still retain their old costumes. *Men's Dress.* Among the outer garments are the *shan* or coat, reaching to the waist, and the *chang-shan* which is a longer coat: these are unlined, lined, or stuffed with cotton-wool, according to the need of the seasons. Over the coat (*shan* or *chang-shan*) is worn either *ma-kua-êrh* or *kan-chien-*

érh, a loose kind of overcoat, the former having sleeves and the latter being a sleeveless garment. These may be thin or thick, as in the case of the *shan*. The lower limbs are first encased in *ku-tzu*, a kind of drawers, which reach from the waist to the ankles, where they are tied. Over these are worn *tao-ku*, a kind of trousers, which are tied at the ankles by a running string and come up only a little above the knees, being suspended from the hips by means of cords fastened to the waist. The feet are covered by *wa-tzu*, a kind of sock. The women wear garments of practically the same kind as the men, not excepting *ku-tzu* and *tao-ku*. In the case of higher *Pa-chi* ladies, the coat (*shan*) comes down so low as to cover and hide their feet; while the Chinese ladies wear coats which reach only as far as the knees, but below the coat they wear a kind of skirt, which is a wide piece of cloth covering the waist and lower limbs and tied at the back. The materials of clothing for both sexes consist of cotton, linen, satin, damask silk, and furs, the colours generally being light blue, deep blue, or brown; the garments are sometimes ornamented with embroidery (striped patterns being not in favour).



Chinese lady's coats—Chien-lung Era

***Mao-tzu.** Both men and women under the Manchu Dynasty wore caps, but of different shapes. The caps worn by men are black, bowl-shaped, and fit close to the head. The cap is adorned at the top with a knot of crimson or silver cord, called *mao-ko-tan*, and has an embroidered border. When in mourning, the Manchus wear *mao-ko-tan* of black and the Chinese of white colour. In winter they wear over their caps coverings made of hemp cloth, which hang over the shoulders. The cap worn by a Manchu woman is very much like that of a man, except that it is richly embroidered with gold thread, with a pair of narrow, long bands of embroidered damask silk hanging loosely down behind. These bands are crimson-coloured in the case of unmar-

ried and married ladies, but of blue colour in the case of widows, as well as in times of mourning. The Chinese ladies on the other hand wear on their heads *mao-chüan*, a band of cloth from $1\frac{1}{2}$ to 2 inches wide, which is tied round the head.

Shoes and Boots. All Chinese people except those of the lower classes wear on their feet either *hsieh* (shoes), or *hsüeh-tzu* (boots). These are made of satin, damask silk, velvet, hemp, or cotton cloth, with inner linings and soles of cow-hide or hemp cloth. In winter in North China the well-to-do people wear *mien-hsüeh*, which are boots made of wadded velvet. The shoes of Chinese women are small and pointed in front, owing to their custom of foot-binding, and are made of satin, damask, or velvet, which is sometimes richly embroidered. The Manchu women wear shoes with wooden soles, which among ladies of high rank are as thick as 5 or 6 inches. Ladies wearing these high-soled shoes can scarcely walk, except with the aid of a maid.



Pork is a favorite meat with the Chinese

Hair-Dressing and Toilet. Already a large number of men dress their hair in the European style, but there are conservatives who still wear queues or 'pig-tails' as they are popularly called. In fact this was the Manchu way of dressing the hair and was imposed on the Chinese after their conquest. The queue consists of a tuft of hair (left in the central part of the head by shaving the rest), with the addition of a braided silk cord (*pien-tzu*), which is left hanging down the back. The Manchu women dress their hair differently from the Chinese. The former first tie their hair, and then place on and above it a flat circular piece of dressed hair, called *tien-tzu*, containing a long and somewhat broad hairpin. The hair thus dressed is further adorned with the addi-

tion of artificial flowers and gold or silver hairpins. The Chinese woman's hair is dressed in various shapes, such as *hsi-chiao-wei*, *ping-chih-tao*, *su-chou-chi*, *kao-ti-tou*, and plentifully adorned with artificial flowers and ornamental hairpins. Both Chinese and Manchu ladies paint their faces and rouge their lips and wear ear-rings. When fully dressed, a gentleman in China carries a watch, spectacles (in a case), purse, chopsticks, knife (in the case of a Manchu *Pa-chi*), fan, medicine case, *etc.* He is followed by a servant who carries a *hu-shu* or bag (containing visiting-cards, documents, *etc.*), smoking instruments, and cut-tobacco. In summer he takes with him *hsiang-chuan*, which is a circular chain of perfumeballs, resembling beads, made by compounding musk and other kinds of perfume. A lady also carries a watch, a mirror, and perfumebeads, and wears a necklace and bracelets of gold or silver, set with precious stones.

Foot-binding. The custom of foot-binding prevails widely among Chinese women; Manchu women have not adopted this barbarous custom. The practice, which is commenced at the tender age of 4 to 8 years, consists of tightly binding the feet, after doubling under the four smaller toes of each foot, with a piece of linen 3 in. wide and 10 ft. long. So hard and close is the binding done, that the girls are said to suffer intense pain during the first two months. It is only after this first stage is over that they learn to walk with their unnaturally bound feet. Henceforth they can never take sure and steady steps, but walk with a reeling, tottering gait. Of late years a strong movement has been set on foot, under the lead of foreign missionaries, for the abolition of this pernicious practice. The opening of girls' schools, in which gymnastic exercises form a necessary part of the curriculum, is another strong influence against the practice of foot-binding.

III. Food, Drinks, and Smoking. The Chinese people have a praiseworthy habit of generally taking their food and drinks either warm or after having boiled them well. Not only the flesh of animals, but vegetables and fruits are well cooked before being eaten. Their daily meals consist of the two chief meals at noon and in the evening; breakfast in the N. consists of a light repast of wheat-cakes steamed hot, and in the S. of a few bowlfuls of rice gruel. Sometimes light refreshment is taken after dinner. Green tea is the universal beverage throughout China; black tea is seldom taken. As a rule, the most common drink in the N. is *kaoliang-chiu* (spirit), and in the S., *Shao-hsing-chiu* (brewed liquor); while the use of beer, wine, and other foreign drinks is confined to the upper classes residing in the treaty ports. There are several kinds of sweetened mixed drinks (*mei-kuei-lu*, *shih-kuo-kung-chiu*, *wen-chia-pi-chiu*, *pu-tao-lu-chiu*, *etc.*) which are known as 'medicine-liquors'; these are taken mostly by ladies or invalids. **Tobacco.** Cut-tobacco is generally used, being smoked by means of a long pipe, which is often so constructed that the smoke is made to pass through water before being inhaled. Opium (or *ya-pien*) is universally taken, both

by the high and low. This deplorable habit spread through China within the last hundred years and is doing infinite harm. The foreign missionaries and all the best elements in the Chinese community are fighting against this habit (see 'Opium Smoking,' P. LXI). *Chinese Cooking.* The Chinese method of cooking consists of steaming, frying, boiling in water, cooking in *soy*, and roasting with fat, *etc.* Birds' nests and sharks' fins (also ducks, hens, and fish) are steamed before being served on the table; carp among fish is fried in oil; boiling in water may be of short, or of exceptionally long duration, when the material at last loses its original shape; things cooked in *soy* or roasted in fat are sometimes served with arrowroot gruel poured on them. All liquid foods are made of chicken or pork soup, flavoured with *soy*. The *Su-tsai* is a vegetarian cuisine, from which all animal foods are excluded. There is said to be almost as much variety in the vegetarian as in the ordinary cooking. The *su-tsai* meals may be enjoyed at certain Buddhist temples. Concerning further particulars on Chinese cooking see P. XI.

IV. Dwellings. There are five kinds of dwellings in China: brick houses, found mostly in treaty ports, wooden houses, mud-houses, house-boats, and cave-dwellings. Mud-houses are largely found in the N. and house-boats in the S. The latter, which are found in large numbers in Kwangtung and Fuhkien provinces, are very curious; not only do whole families make these boats their permanent dwellings, but they keep domestic animals and raise pot-plants. A Chinese well-to-do house generally consists of 4 buildings, enclosing a courtyard. The building facing S. is the *Chêng-fang*, or 'main building.' That on the opposite side of the courtyard is the *Hou-fang* or 'back rooms,' which is generally close to a road or a neighbouring house. The two buildings occupying the other two sides of the courtyard are the *Hsiang-fang* or 'side-houses.' The main building stands on a higher foundation and is ascended by stone steps and the rooms are larger than those of the other buildings. On one side of the gate facing the street is a porter's lodge, where it is customary for visitors to present their visiting-cards. The residences of Imperial Princes in Peking are large establishments. We give below a description of one of these princely mansions.

Residences of Princes. All the mansions of Imperial Princes, being the gift of the Court, are quite uniform in plan. They occupy a large area, which is enclosed by walls. Along and inside the wall stand rows of small houses which serve as dwellings for the family servants. The front gate stands at the top of a flight of stone steps, the roof of the gateway being covered with glazed tiles of yellow and blue. This front gate is ordinarily closed, being opened only on great occasions; the ordinary passage is through smaller openings, called *Pien-mên*, at the right and left of the central gateway. Inside the front gate stands the *Yin-an-tien*, a large hall, which contains the Imperial seat, above which hangs a tablet containing an Imperial autograph. On both sides of this hall are two

subsidiary halls, on two sides of which stand watch-towers called *Fei-ko*. Right behind the Yin-an-tien is a similar large hall called the *Hsiang-tien*, dedicated to the ancestors of the family, where the remains of a deceased member of the family are placed till the burial. To the right and left of the Hsiang-tien are gateways which lead to the actual dwellings of the family. These dwellings consist of the central building (*Chêng-tien*) containing rooms occupied by the prince, of the subsidiary buildings to the right and left, one of which is occupied by the princess and the other by maid-servants. Behind the Chêng-tien are the Ancestral Shrine, Buddha Hall, Treasury, and Armoury. Then behind all is a large flower garden, which contains some houses and a stage for theatrical performances. The above is a description of residences of Imperial princes of the two highest grades, but those for princes of lower grades are also modelled on the same plan, though on a smaller scale.

V. Important Events in a Chinese Household. Birth, christening, birthday anniversaries, marriage, funeral and memorial festivals are regarded as important events in all Chinese households. Although there are minor differences, yet the customs relating to the mode of celebrating these events are in the main uniform throughout China.

Birth and Christening. On the 3rd day after the birth of a child, a midwife is called in order that the child may have its first bath. After being bathed, the babe is cauterized at the navel and the neck by burning moxa mixed with fresh ginger. Then it is dressed in new clothing. If the child is a girl, her face is powdered and her lips rouged. Relatives of the family are present on the occasion and make presents by way of felicitation. On the 30th day after birth, called the *man-yüeh* or 'full moon,' a feast is given (accompanied by a stage performance), to which the relatives and friends are invited. **Christening.** The child is named by its father. The name first given is an 'infancy name.' A boy, as he grows up, will adopt another and high-sounding name, and, if he becomes a scholar, a literary name also. Girls as a rule go through life with their childhood names, except in the case of educated women, who will adopt a stately name, as well as a literary name, just as men do.

Birthday Anniversaries. The Chinese celebrate their birthdays with family gatherings. Among wealthy people, when the head of a family has attained his sixty-first year, it is usually made the occasion for a grand celebration. His friends make presents of hanging scrolls or screens, variously adorned and inscribed with congratulating phrases or a large ideograph 壽 ('longevity'), or of shoes, caps, liquor, or vermicelli, by way of congratulation. Feasting and stage performances last for several days, thousands of dollars often being spent on the occasion.

Marriage. Marriages are usually arranged by the parents of both parties, a friend or relative acting as go-between. In the first place, a written statement (on crimson paper) giving the pedigree of

each party for three generations is exchanged. Now both families engage in investigation (conducted in secret) concerning the actual condition of the family life of each other. At the same time, a fortune-teller is called upon in order to divine the future state of the intended marriage. If everything is satisfactory the parents or near relatives of either party manage to take a stealthy look at the intended bride or bridegroom. If each side is satisfied, the engagement is ratified by a present of clothing and head-ornaments from the bridegroom's parents to the bride, and a lucky day is fixed upon for the wedding. On the day before the wedding the friends and relatives come to offer their congratulations to the prospective bride and bridegroom. On the wedding day the bride, enveloped in a white cloth, is fetched to her new home in an ornamented palanquin sent by the bridegroom's parents; her clothing and outfit often amount to more than a hundred packages. As soon as she leaves her parental roof, the bridegroom pays a visit to her parents, and then retracing his steps waits for his bride. On the arrival of the bride, she and the bridegroom together make a bow to the Heaven and the Earth, after which they are led to their appointed seats in a parlour where the ceremony is to take place. Now the bridegroom personally unveils the bride and sees her for the first time; and immediately afterwards there takes place the important ceremony of drinking wine in turn with the same cup, which is followed by the eating of cakes (*chin-yin-mi-fan* and *tzu-sun-po-po*),—the two are now husband and wife. On the second day from the wedding, there is hung over the gateway of the bridegroom's house an ornament called *tsai-chou*, a kind of tablet made by tying together pieces of cloth of various colours. This is a signal that the marriage has been happily consummated, and it is a cause of great relief and joy to the bride's family. After 4 days or 6 days it is the turn of the bride's family to give a banquet. The bridegroom and bride are invited to the bride's parental home, where the groom makes the acquaintance of the relatives and friends of the family. On the 8th day from the marriage, members of the bride's family pay a visit to the bridegroom's house. On the 18th day, members of the bridegroom's family pay a visit to the bride's family. After about a month the bride alone visits her parents and stays with them from 8 days to a month.

Funerals. When a person dies he is clothed in a dress without metal buttons or hooks, but fastened with ribbons. The cap and socks are also exchanged for fresh ones. The mouth, nostrils, and ears are filled with white precious stones, from a belief that the spirit of these precious stones will keep the body from rotting. Certain personal effects which the dead especially prized in life are placed beside him. Food offerings are set before the body, while candles are kept constantly burning. The members of the family put on mourning garments and make lamentations before the body. The time for placing the body in a coffin and that for interment are fixed after consulting a fortune-teller. The interment takes place

anywhere from the 5th to the 49th day from the day of funeral. While the body remains with the family, Taoist, Lamaist, and Buddhist priests are called in in turn to read *Sutras*. The funeral procession is headed by musicians, followed by the bier (carried by 8 or more coolies), banners, lanterns, artificial flowers, and relatives and friends of the deceased. Women in following the bier ride in palanquins or carriages, which are covered with white cloth. In the bottom of the grave are laid 'paper-cash' (white paper, in the shape of small cash), supposed to be of use to the departed in his or her long journey in the underworld. After the coffin is lowered into the grave, the head of the family and other relatives throw on handfuls of earth, repeating the process thrice, and at once the grave is filled up. Now, with the offering of wine, the function is over.



Street Barbers.

Memorial Festivals. On the 3rd day after the funeral, relatives of the deceased visit the grave, where offerings are made and 'paper-cash' are burnt. The burning of 'paper-cash' is explained by some as being an effective method of driving away demons and by others as furnishing the means of *travel* in the other world. The festival is held on the 35th and 60th days. Among wealthy people the 1st, 2nd, and 3rd anniversaries of the death are commemorated by the calling of priests for the Sutra reading and the gathering of relatives. **Mourning Dress.** The first period of mourning for parents is 100 days, but the complete period lasts for 27 months among the Manchus and for three years among the Chinese. During this first period, both men and women are dressed in clothing made of white material and wear caps and shoes also of white. (Manchu women cover their heads with white cotton cloth and Chinese women with

an additional layer of hemp cloth). During the rest of the 27 months, the Manchu people wear garments made of plain cotton cloth. The Chinese, on the other hand, wear white shoes throughout the 1st year, dress in ash-coloured garments in the 2nd, and wear plain cotton cloth in the 3rd year. Widows wear plain clothes throughout their lives, using neither face powder nor rouge. *Lamentations* form a necessary part of the Chinese mourning. Both men and women not only shed copious tears, but howl and wail, making loud noises. Between the death and funeral, the relatives and friends gather round the body daily at stated hours in order to make lamentations. Moreover in the funeral procession, they set up regular wailing and howling for a time after leaving the house and before reaching the graveyard.

VI. Annual Fête Days. (1) *New Year Celebrations.* On the 1st day of the 1st month (Lunar calendar), the first thing that announces the new year is the letting off of fire-crackers. The streets are busy with the coming and going of people on their round of visits, while in the homes there is much merriment, accompanied by drinking of liquors and eating of *nien-kao* (rice-cake) and *po-po* (wheat-cake). Small shops close on the 1st day and open only for a few hours from the 2nd to the 15th day of the 1st month; while large stores keep closed entirely for the first half of the month. (2) The *Shang-yüan-chieh* is a fête coming at the latter end of the New Year celebrations, *i.e.* from the 13th to the 15th of the 1st month. It is also known as the *Yüan-hsiao-chieh*, *Têng-chieh*, or 'Lantern Fête.' The celebration consists of the lighting of innumerable lanterns, both in the temples and in front of private houses. These lanterns are made by pasting white silk on a wooden framework, the silk parts being afterwards painted with various illustrations of historical subjects. In North China, people make lanterns with ice in the forms of animals, men, and houses. (3) The *Tan-wu-chieh*, or Fête on the 5th day of the 5th month, is celebrated by the fixing of iris and moxa plants at the gate and the pasting of charms on the gate posts, both supposed to possess the virtue of driving away evils of all kinds. On this day the people eat a kind of rice-cake, called *tsung-tzu*, which is glutinous rice, wrapped in fresh reed leaves or bamboo-sheaths, and boiled in hot water. A kind of liquor, *hsiung-huang-chiu*, is drunk. In some places boat-races are held. (4) The *Chung-yüan-chieh* or Fête on the 15th of the 7th month, corresponds to the Japanese Feast of Lanterns. At the temple the priests engage in the reading of sutras and make paper boats of many colours, in which are placed paper images of *Ti-tsang* (Bôdhisatva Ksitigarbha, a ruler of the nether world) and *Pu-sa* (Bôdhisatva), and the boats, after being launched on a river, are set on fire. The people on this day visit the family graveyards, where they burn silvered paper and 'paper-cash' as offerings to the dead, while children go about in the streets hoisting lighted lanterns. (5) The *Chung-chiu-chieh* or *Tuan-yüan-chieh* or Fête of the Full Moon comes on the 15th day of the 8th month. In the home the women-folk worship the

moon by offering rice cakes, fruits, *etc.*, the men not taking part in the fête. (6) The *Chung-yang-chieh*, or Chü-hua-chieh ('Chrysanthemum Festival'), comes on the 9th day of the 9th month. According to long-established custom, the Chinese on this day ascend a hill or a temple-tower. This is known as the *T'eng-kao*, or 'Ascending a High Place.' (7) The *Chu-hsi*, or New Year's Eve, is observed by shutting the door of the house and holding a family feast, called the *Tuan-mien*, for closing up the year. With the passing of the old year, each family makes preparations, such as replacing by new ones the old red paper labels, bearing auspicious inscriptions, which have been pasted on the front doors, *etc.*

VII. Chinese Families. The Chinese Family is patriarchal. In each household, father, sons, uncles, and brothers live together, each with his wife and children occupying a separate compartment. The women live secluded, never sitting and eating in the same room with the men, the separation between the sexes beginning with the age of ten on the part of a girl. In wealthy families the head of the household generally has more than one wife, the wife and concubines, each with her child or children, occupying a separate compartment. As a consequence of this system, there is often much jealousy among these women and intense rivalry among the servants who are attached to them. *Concubines and servants.* A concubine is often selected from among the maid-servants, with the consent of her parents and of the wife. Sometimes a daughter of a poor family is purchased for the purpose. Sometimes it is the charms of a singing girl that lead a wealthy man to pay a fabulous price for making her a concubine. These things do not seem to be regarded as in any way evil, but are taken as a matter of course. *Maid and men servants* are generally purchased when young; a young girl thus purchased becomes the *Ya-huan* or lady's maid. A maid-servant is often given in marriage by her master to a man-servant also belonging to him, and when children are born of the union they belong to him. Sometimes these servants are given their freedom by their master's special grace.

VIII. Amusements and Pleasures. (1) *Theatrical Performances.* Theatres, known as *Hsi-kuan* or *Cha-yüan*, are very popular with Chinese of all classes; the wealthy Chinese provide a stage in their own houses, where on festive occasions they have plays performed by regular actors before the assembled guests. In the lifetime of the late Empress-Dowager, theatrical performances were always held before the assembled Court as a part of her birthday celebration. Plays are generally of two kinds—civil and martial plays. The civil play consists mainly of singing and dialogue, while in the martial there is a great deal of acting,—soldiers appearing on the stage brandishing huge swords, officials in Court costumes, and ladies in resplendent garments being also seen on the stage. The performances in the theatres consist of 8 or more pieces, each piece lasting from half an hour to one hour. The musical instruments employed are *hu-chin*, *yüeh-chin* (a kind of lute), *ti* (flute), *lo* (gong),

ta-pa (trumpet), *nao-po* (cymbals), etc. The *mise en scène* is quite primitive.

(2) *Cha-kuan*, or tea-houses, correspond to the coffee-houses of the West. These, found mostly in treaty ports and large commercial centres, are large establishments, often 5 or 6 stories high. The rooms are divided into 1st, 2nd, and 3rd class,—the 1st class rooms being small separate compartments. To these tea-houses a poor man may come and spend a few hours of solitary rest or of social chat for a fee of one cent. A curious custom prevails, by which each guest brings with him a small package of tea, which he has purchased at a tea-store; hot water and tea-cups are supplied by the house. A poor man usually brings with him 1 cent's worth of tea.

(3) *Opium Smoking*. Although opium smoking was prohibited by the Imperial edict of 1906, and it is under a ban by the prohibition edict (1913) of the President, yet there is little doubt that the custom still widely prevails among all classes. Its wide-spread practice may be judged from the fact that, before the prohibition edict was issued it was quite a usual thing for a bride to bring with her an entire outfit for opium smoking. In those days it was considered as a part of the entertainment to offer one's guest an opium pipe to smoke. At present the smoking is done in private, but it is unlikely that the habit is any the less prevalent. The smoker first lies down and then inhales the smoke from a pipe, containing in its bowl some lighted opium paste. In travelling, officials and well-to-do people carry with them opium cakes, which they chew from time to time to appease their craving.

The Chinese call opium by the name of *yang-yao* (foreign medicine), or *tu-yao* (native medicine), the former being the Indian opium, which is more costly than the latter which is a native product. Of the native opium, that raised in Kwang-tung and Kwang-si is considered the best in quality, followed by the products of Kan-su, Shen-si, I-li, and Manchuria. The Manchurian opium is the cheapest and is largely used by the lower classes.

(4) *Fire-crackers* play a large part in the social life of the Chinese. These are fired on New Year's Day, on temple festivals, and on all kinds of festive occasions. Fire-crackers are made by wrapping gunpowder in paper and hemp cloth. These are fired either singly or in a row. Sometimes several hundreds, or even as many as 2,000, are tied in a row, each connected with the next by means of paper strings or diminutive fuses containing powder; so that if the paper string at one end is lighted, the whole series of crackers keeps on firing, the discharge lasting for several minutes. Some kinds of fire-crackers are quite elaborately arranged. A kind called *hua-ho* is a large flower box made of paper about 1 ft. high and from 4 to 10 ft. in diameter. In this box are placed figures of human beings, lanterns, etc., made of paper, carefully folded and stored with gunpowder; these figures are tied to one another with cord and connected by a paper-string containing powder. This box is raised to a height, and no sooner is it lit than out come, one by one, men, lanterns, etc., in the air, accompanied by the noise of crackers to the great amusement of the spectators.

Chapter VIII. Religion and Education.

Religion. The prevailing religions of China are Taoism and Buddhism, besides which there are Lamaism, a form of Buddhism, and Mohammedanism. Christianity, in the form both of Roman Catholicism and Protestantism, is steadily making progress. But it is Confucianism, more than anything else, which throughout the past 3,000 years has swayed, controlled, and moulded the thought and aspirations of the Chinese.

I. *Confucianism* or *Ju-chiao* is a system of scholastic teaching on morals, politics, and culture in general, which had long existed before Confucius (born 551 B.C.), but which was systematized in doctrine and embodied in a life of supreme culture by the great sage himself. Confucius was no originator, but the expounder and systematizer of the way of living and governing which already existed in the times of Yao and Shun, and which has been developed by Emperors Wên and Wu, and by Tan, Duke of Chou. About 180 years after Confucius, appeared Mencius (born in 372 B.C.), who showed himself an eloquent expounder of Confucianism and a powerful apologist of this system against the prevailing heterodox teachings, and in the latter half of the 12th century *Chu Hsi* 朱熹 further expounded and systematized the Confucian doctrines, strengthening them also with psycho-cosmic doctrines partially derived from Buddhist philosophy. But it is to Confucius that all scholars have ever looked back as the fountain-head of inspiration and wisdom. He was the supreme and everlasting model of right living, and in his sayings were contained wisdom and truth against which there was no appeal. Not only the scholars but the emperors and statesmen all paid supreme homage to his memory, and he was worshipped at the temple dedicated to him at his native home of *Chü-fou* (see P. 137 under Chi-nan), and at the temples which have been built by Imperial order in all considerable towns throughout the empire. The Republican Government under President Yüan Shih-kai is said to be trying to revive Confucianism, which has lost prestige under the influence of modern teachings.

II. *Taoism* or *Tao-chiao* is a system of religion, originating in the troublous times of the *Chun-chiu*, with the alchemists and geomancers, who pretended to make 'pills of immortality' (elixir of life), and taught of the Fairy Island of the Eastern Sea, where the herb of immortality might be gathered. One who became fully initiated in the mysteries of the system might ascend bodily to heaven, riding on the wings of a stork. *Lao-tzu* (or *Lao-tze*) was the putative founder of Taoism. But not a trace of these superstitions is found in *Tao-têh-ching*, the system of philosophy left by that celebrated philosopher, whose teachings on simple spontaneity, humility, passivity, and purity of heart from all worldly desires, are as distant from the gross superstitions of Taoism as the heaven is higher than the earth. Most likely these teachers claimed Lao-tzu as the founder of their

system in order to benefit from his great name. The Emperor Shih-Huang-Ti (3rd century B.C.) was a believer in the superstitions which later became known as Taoism, and he dispatched a party to the Eastern Sea in search of the Fairy Island and the herb of immortality. Many emperors of the later dynasties have been strong believers in Taoism. The Emperors Kao Tsu of the Han Dynasty and Chung-tsung of the Tang Dynasty made it a state religion, side by side with Buddhism. The Emperor Chên-tsung of Sung built a great temple for the reception of *Shang-Ti* (Supreme God from Heaven), and a monastery where were gathered together 20,000 Taoist priests. Under the Yüan Dynasty Taoism lost the Imperial favour, owing largely to the rivalry of Lamaism, but it regained its influence in the Court with the inauguration of the Ming régime. The temples, festivals, and all the paraphernalia of worship which we see to-day are not native to Taoism, but have been borrowed from Buddhism.

III. *Buddhism* or *Fo-chiao* was first introduced into China in 67 A.D., the 10th year of the reign of Ming-Ti of the Later Han Dynasty. A few years previously, the Emperor had dispatched *Tsai Yin* and others to India that they might bring back Buddhist missionaries, and in the year above-mentioned they returned to Lo-yang, the capital, bringing two Indian priests and a horse-load of scriptures. *Pai-ma-szu*, the 'White Horse Temple' of Ho-nan City (see P. 147), marks the spot where the horse which carried the scriptures was buried, when it died. The scriptures were translated into Chinese, and the new religion spread rapidly under the court favour. More Indian missionaries came, and Chinese Buddhists visited India; the translation of sutras also made rapid progress. The Emperor Wu-Ti of Liang was a strong believer in, and a powerful protector of, Buddhism, and now there came from India the celebrated monk, Bodidharma, who taught the Dhyâna (or Chan) doctrines of Buddhism. In the reign of Tai-tsung of the Sung Dynasty, the priest *Hsüan-chüang* spent 17 years, and following him *I-ching* spent 25 years, in visiting and sojourning in India, and their successive returns were marked by an unprecedented extension of the Buddhist faith; and there now arose the 8 sects of Buddhism. Under the Sung Dynasty the Dhyâna discipline of Buddhism was found powerfully influencing the minds even of Confucian scholars. Under the Yüans, Lamaism became all-powerful, overshadowing Buddhism as well as Taoism. Under the Mings and the Manchus (Ching), Lamaism continued to maintain its ascendancy, so that after several centuries of neglect by the Imperial Court, Buddhism is now in a deplorable state of decline, the temples being largely left in disrepair and the priests being without learning and discipline.

IV. *Lamaism* or *La-ma-chiao*, a form of Buddhism, combining the 'ethical and metaphysical ideas of Buddhism with an organized hierarchy,' was brought over from Tibet under the Yüan Dynasty. *Kublai Khan*, the first Emperor of the Yüans who exclusively reigned in China, made a Tibetan priest, *Pa-ssu-pa*, his chaplain,



Lamaist Priests

and at once this corrupt form of Buddhism began to flourish to the disadvantage of the purer forms of that faith. As the priests were clothed in red robes, Lamaism became popularly known as *Hung-chiao* 紅教 or the 'Red Religion.' Under the Mings, a priest named *Tsung-kê-pa* founded a new sect, which, owing to its priests wearing yellow robes after the custom of the Indian priests, came to be known as *Huang-chiao* 黃教 or the 'Yellow Religion.' This later form finally came to be an all-powerful sect of Lamaism. The *Dalai-Lama* or 'Grand Lama' of Tibet is regarded as the chief pontiff; *Lama*, a Tibetan word meaning 'a superior one,' is generally applied to all priests.

V. *Mohammedanism* or *Hui-chiao* was first introduced in the Sui Period, by way of Canton, where a mosque (*Wai-shing-tsz*, in the city) was established. But it was not until the Yüan Dynasty that the Moslem faith acquired a powerful foothold. In the Ming Period, Hai-yin-kuan (in Nanking), a Taoist temple, was converted into a Mohammedan mosque. The mosques in China, which are otherwise similar to Buddhist or Taoist temples, are distinguished by having a tower from which to observe the moon, a bathing place, and a belfry for announcing the time of prayer. The Mohammedans of China do not intermarry with the people of other faiths and are quite strict in their religious observances. They belong mostly to the lower classes and eke out their existence by hard labour.

VI. *Roman Catholicism* or *Tien-chiu chiao*. The history of Roman Catholicism in China begins with the arrival in 1580

(during the Ming Dynasty) of *Matteo Ricci*, an Italian Jesuit missionary. He preached first in *Shiu-hing-fu* 肇慶府, on the West River and near Canton, and then successively in Shiu-chow, Nanchang, Nanking, and Soo-chow, for the space of well-nigh 20 years, and finally, entering Peking in 1599, succeeded in winning the favour of Emperor Shên-tsung by means of astronomical and other scientific instruments which he was shrewd enough to take with him. The Emperor gave Ricci and 8 other missionaries a residence in the Inner City and a lot on which to build a church, which became the present *Nan-tang* or 'South Cathedral.' After the death of Ricci (1610), the missionaries for a time lost the favour of the Court and were compelled to flee to Macao, but in 1622, a German Jesuit, *Adam Schall von Bell*, and others again won the favour of the Emperor, and, being invited to Peking, were entrusted with the making of almanacs and translations of scientific works. *The Tung-tang* or 'East Cathedral' of the present day marks the spot where these missionaries lived. With the inauguration of the Manchu regime (1644), the missionaries found high favour in the Court, Schall being honoured by being always addressed as *Shang-fu* or 'Venerable Father.' Since then, though suffering persecution for a time, the Roman Catholic missionaries have held their ground to this day, having their stations in nearly all the important cities and towns of China.

VII. Protestantism or *Ya-su-chiao*. Robert Morrison, an Englishman, was the pioneer of Protestant missions to China. He arrived in 1807, and after immense labour published an Anglo-Chinese dictionary. He also took a large share in the work of translating the Bible into Chinese. In 1830, American missionaries began to arrive. And to-day the Protestant missionaries of all sects and denominations from Great Britain, America, Germany and other Protestant countries of Europe, are found all over China, maintaining colleges, schools, orphanages, and hospitals in all large towns, and contributing most powerfully towards the enlightenment of the Chinese people.

Education. For many centuries the Chinese government kept open only one door of entrance to official posts, namely, the public examination in classical and scholastic subjects, on which the candidates were required to write essays in the exceedingly artificial method of *Pa-ku-wên* 八股文 (the theme always being treated 'upon eight legs' *i.e.* under eight headings). It was only in 1901 (the 27th year of Kuang-hsü of the Manchu Period) that an Imperial edict was issued for introducing the modern system of education in China. In 1903 the time-worn system of public examinations was abolished, and official positions were thrown open to the graduates of colleges established on a modern basis.

Public Examinations. There were three grades in the Public Examination system of China, *viz.*, *Hsiu-tsai*, *Chü-jên*, and *Chin-shih*, these being the three scholastic degrees of which *Hsiu-tsai* was the lowest and *Chin-shih* the highest. For *Hsiu-tsai*, the examination was conducted in a three-fold way, first at the

hsien-town, next at the *fu*-town, and lastly at the provincial capital. For *Chü-jên*, the holders of the *Hsiu-tsai* degree went through an examination at the Examination Hall (*Kung-yüan*) of a provincial capital. It was held once in three years, under very strict regulations; the names of the graduates were recorded in a register, called *Lung-hu-pang*, or the 'Dragon and Tiger List', while the 1st on the list received the title of *Kuei-yüan*, and the next five that of *Ching-kuei*, both carrying great honour. *Chü-jên* means a 'recommended person,' i.e. recommended to the Imperial attention as a candidate for the highest examination for the *Chin-shih* degree at Peking. For the *Chin-shih* examination, all holders of the *Chü-jên* degree from all over the Empire were invited to the capital at the public expense; they were then first examined at the Examination Hall before the highest dignitaries of the Empire, and those who passed this preliminary test were finally brought before the Emperor and there examined. The three who stood highest in the list of graduates from this final examination were named *Chuang-yüan* (1st), *Pang-yen* (2nd), and *Tan-hua* (3rd), and the graduates found themselves at once the objects of high honour and the recipients of many Imperial favours, almost inconceivable to a foreigner.

The new system of education introduced and the new schools established in the latter years of the Manchu Period were largely broken up in the revolutionary turmoil of 1911. But as soon as the Republican Government was established, the Minister of Education gave sanction (in September 1912) to a well-thought-out system of education:—Elementary education, comprising four years of primary grade for children of 7–10 years of age, and three years of a higher primary grade for children of 11–13 years of age; Middle Schools, with a course of 4 years for youths of 14–17 years of age; Preparatory Schools for Colleges—3 years for students of 18–20 years of age; Colleges and Professional Schools—4 years for students of 21–24 years of age; Normal Schools—comprising 1 year of preparatory work after leaving the higher primary school and a 4 years' normal course; Higher Normal Schools—1 year of preparatory work and a 3 years' normal course; Technical Schools—A and B grades; the former, which is the lower grade, entered after leaving the Elementary Schools; Professional Schools on law, medicine, language, etc.—3 or 4 years with 1 year of preparatory work entered after graduation from the Middle School.

Such is the system, and it is gradually being realized. In all cities and towns of importance there are elementary schools and professional colleges on law, medicine, agriculture, or technology, and they are very largely attended. The Chinese certainly understand the value of education, for it was through that agency that for so many centuries the official classes were recruited from all ranks of society.

In writing about the educational institutions of modern China we must not omit to mention the colleges and other higher institutions maintained by foreign missionary societies. There are more than forty of these, belonging to Protestant bodies.—all constituting a very conspicuous means of enlightenment and moral influence throughout China. Several of the well-known ones are well equipped, both as regards educational appliances and the teaching staff. Some of these institutions are for women. The Roman Catholics have a famous university at Siccawei near Shanghai.

Chapter IX. Literature, Ideographs, and Language.

The literature of China is the product of that peculiar civilization, which was originally developed among the Chinese or Han race, who in the hoary past founded their community on the banks of the River Huang-ho. This great literature originated four thousand years ago, reaching its maturity practically in the 9th and 10th centuries of the Christian era. It embraces poetry, philosophy, ethics, and history, as well as novels and fiction, the latter being of later growth. The ideographic form of writing in which this literature is, so to speak, stereotyped, makes it almost impossible for outsiders to get at the wealth of thought and information contained in it. But wherever those ideographs have been adopted, as in Japan and Korea, the literature of China has exercised a most profound influence. Our brief historical sketch will be given under several headings arranged chronologically as follows:—the Pre-Chun-chiu Period (times previous to 722 B.C.); the Chun-chiu Period (722–481 B.C.); the Chin and Han Periods (255 B.C.—220 A.D.); Times of Wei, Chin, N. and S. Dynasties Periods (220–589); the Sui and Tang Periods (589–919); the Sung Period (960–1279); the Yüan Period (1260–1367); the Ming Period (1368–1662); the Ching Period (1616–1912).

Pre-Chun-chiu Period. In times previous to 722 B.C., there already flourished a remarkable form of literature, which formed the subject of the study of the sage Confucius, and of which the more important books remain to this day under the editorial sanction of his name. These books are the *Shu-ching* or 'Book of History,' the *Shih-ching* or 'Book of Poetry,' and the *I-ching* or 'Book of Changes.'









The Shu-ching 書經 or simply the *Shu*, also known as *Shang-shu*, is the Book of History, containing the historical records of antiquity, as edited by Confucius. It is based on the chronicles of the Imperial Court of Chou. The book, however, is not a connected record of historical events, but rather a collection of historical memorials beginning with the times of the Emperors Yao 堯 and Shun 舜 and ending with Duke Mu-Kung 穆公 of Chin 秦 (621 B.C.), covering altogether a period of some 1,700 years. The memorials consist of the canon of government, wise counsels on state matters, proclamations on making righteous wars, instructions to ministers, and oaths of Princes,—altogether holding up an ideal of a paternal government, responsible to Heaven and the people. If Chinese history is carefully studied, it will be seen that these ideas have exercised a very deep influence on the statesmanship of all later times.

The Shih-ching 詩經 or 'Book of Odes' contains poems selected by Confucius out of some 3,000 pieces current in his time. Originally the selection contained 311 pieces, of which six have since been lost, leaving 305 in our present book. These the sage thought

worth preserving as likely to be serviceable for the promotion of propriety and righteousness. The poems mostly (all but 5) relate to the period of Chou, the five placed last in the list really belonging to a much earlier period. A large number of the poems relate to the characteristics of different feudal states, giving a hint of the manners and sentiments prevailing in each, while among others there are a large number of festal odes and of songs in praise of wise princes. All the poems are simple and unaffected, expressing sentiments of everyday humanity. According to Confucius, one phrase sums up the characteristics of the whole—'thinking without guile.'

The I-ching 易經 or 'Book of Changes' is a book of divination, containing the sixty-four hexagrams, based on the eight trigrams devised by *Fu-hsi-Shih* (about 3,000 B.C.), the Sixty-four Short Essays, corresponding to respective hexagrams,—each essay consisting of the general statement regarding the respective hexagram by the Emperor Wên and a particular statement regarding each line in the hexagram by his son the Duke of Chou, and commentaries on these essays, attributed to Confucius.

The Sixty-four Hexagrams are formed as above mentioned by different combinations of 8 trigrams, the latter being formed by different combinations of two elementary lines. The elementary lines are the undivided line —, called the *Yang* or positive, and the divided line — —, called the *Yin* or negative. The former represents strength or the male element and the latter weakness or the female element. Three of these lines variously combined are supposed to represent certain objects in nature, *viz.* :—

	<i>Chien</i> 乾 (or Heaven)		<i>Tui</i> 兌 (or Water in a lake or marsh)
	<i>Li</i> 離 (or Fire)		<i>Chên</i> 震 (or Thunder)
	<i>Hsün</i> 巽 (or Wind)		<i>Kan</i> 坎 (or Water as in rain or rivers)
	<i>Kên</i> 艮 (or Mountains)		<i>Kun</i> 坤 (or the Earth)

By different combinations of these eight trigrams are obtained the sixty-four hexagrams, of which we give here a few examples;—

	<i>i.e.</i> Heaven	} The <i>Chien</i> 乾 Hexa-gram		<i>i.e.</i> Earth	} The <i>Kun</i> 坤 Hexa-gram		<i>i.e.</i> Water	} The <i>Tun</i> 屯 Hexa-gram
	<i>i.e.</i> Heaven			<i>i.e.</i> Earth			<i>i.e.</i> Thunder	
	<i>i.e.</i> Mountain	} The <i>Mêng</i> 蒙 Hexa-gram		<i>i.e.</i> Heaven	} The <i>Sung</i> 訟 Hexa-gram		<i>i.e.</i> Heaven	} The <i>Pi</i> 否 or <i>Fou</i> Hexa-gram
	<i>i.e.</i> Water			<i>i.e.</i> Water			<i>i.e.</i> Earth	

It was to each of these sixty-four hexagrams that the Emperor Wên and his son the Duke of Chou attached explanatory essays, which have since served as guides in making divination. In each particular case of divination, a hexa-

gram would first be obtained by drawing lottery sticks. As an illustration we give here the entire text of the Chien (Heaven) Hexagram (we follow mainly Prof. Legge's rendering):—

The Chien Hexagram *Explanation of the entire Hexagram by Emperor Wên:—Chien* (represents) what is great and originating, penetrating, advantageous, correct, and firm.

☰ *i.e.* Heaven

☷ *i.e.* Heaven

Explanation of the Separate Lines by the Duke of Chou. (1) In the first (or the lowest) line, undivided, (we see its subject as) the dragon lying hid (in the deep). It is not the time for active doing. (2) In the second line, undivided, (we see its subject as) the dragon appearing in the field. It will be advantageous to meet with a great man. (3) In the third line, un-

divided, (we see its subject as) the superior man active and vigilant all the day, and in the evening still careful and apprehensive. (The position is) dangerous, but there will be no mistake. (4) In the fourth line, undivided, (we see its subject as) the dragon looking as if he were leaping up, but still in the deep. There will be no mistake. (5) In the fifth line, undivided, (we see its subject as) the dragon on the wing in the sky. It will be advantageous to meet with a great man. (6) In the sixth (or topmost) line, undivided, (we see its subject as) the dragon exceeding the proper limits. There will be occasion for repentance. (7) (The lines of this hexagram are all strong and undivided, as appears from) the use of the number nine. If the host of dragons (thus) appearing were to divest themselves of their head, there would be good fortune.

In drawing lots and making divination on the basis of these oracular statements the divine aid is invariably asked for.

The I-ching has always been regarded as a mysterious book, full of oracular wisdom. Many eminent Confucianist scholars in ancient and modern times have practically ignored the lottery part, studying the book from an ethical and philosophical standpoint.

Besides the three classics above named, another classic, *The Li-chi* 禮記 or 'Book of Rites,' belongs at least for its main part to this early period. This book contains details of the rites and ceremonies concerning the important events of life (such as marriages and funerals) as well as various social fêtes, etc. It is a mine of information concerning the life and habits of the ancient Chinese.

Chun-chiu Period. This is a period of 242 years, beginning with 722 B.C., covered by the Chun-chiu Annals of Confucius. This was a time of civil wars, conducted by rival feudal princes, the Imperial authority of Chou existing only in name. It was in this period that Confucius and Lao-tzu (or *Lao-tze*) flourished, the latter representing thoughts and ideas quite distinct from those expounded by Confucius. Lao-tzu is also regarded as the founder of the later popular religion of Taoism. Among the classical books there appeared *The Chun-chiu* or 'Spring and Autumn Annals' by Confucius, *The Lun-yü* or 'The Analects,' a collection of the sayings of Confucius made by his disciples, *The Lao-tzu* or System of Philosophy by Lao-tzu; besides which among other notable writers may be mentioned Mencius, who most ably expounded Confucianism; Chuang-tzu, a great writer of the school of Lao-tzu, whose wealth of imagination is unrivalled; Chu Yüan, who, though banished from the court of his prince through the evil counsels of his unworthy rivals, poured forth his soul of uncomplaining loyalty in a poetical prose of matchless beauty; Han Fei-tzu, who advocated the policy of governing the State by means of the enforcement of criminal laws.

The Chun-chiu 春秋 Annals, edited by Confucius, was based on the official chronicles of the State of Lu, beginning with the 1st year of Duke Yin of Lu (722 B.C.) and ending with the 14th year of Duke Ai (481 B.C.). This was a period when great disorder prevailed, the feudatories disavowing the Imperial authority, powerful ministers usurping the authority of their lords, and everyone following his own inclinations. In the words of Mencius, "The world had fallen into decay and right principles had dwindled away. Perverse discourses and oppressive deeds had again waxen rife. Cases were occurring of ministers who murdered their rulers, and of sons who murdered their fathers. Confucius was afraid and made the Chun-chiu." Confucius himself says respecting the book of Chun-chiu, "It is by the Chun-chiu that I will be known to posterity; it is by the Chun-chiu that I will be judged." The Chun-chiu has always received the highest consideration of the Confucianist scholars of later ages. In the *Lun-yü* 論語 or 'the Analects,' Confucius gives in simple, brief, and often powerful sayings, his judgment on matters of history, expounding his doctrines or giving vent to his feelings. The books of Analects are to Confucianism what the Four Gospels are to Christianity. Lao-tzu (or Lao-tze) 老子, a contemporary of Confucius but apparently his senior in age, is believed to represent the thought of Southern China as Confucius does that of the North. The Book (philosophy) of Lao-tzu contains ideas in many respects the very opposite of those of Confucius. He believes in nature and naturalness (against the apparently artificial rites and ceremonies prevailing around him), in 'doing nothing' (against the over-zealous method of the paternal government), in humility (against the pushing and rivalry for fame, power, and wealth). It is not without reason that Count Tolstoy in his later days thought very highly of Lao-tzu. Mencius (or Mêng-tzu) 孟子, born a century after the death of Confucius, was a most gifted expounder of Confucianism. The Book of Mencius, compiled in his life-time, has done much to popularize the doctrines of the great sage. Mencius was to Confucianism what St. Paul was to Christianity. While thus Mencius expounded and popularized Confucianism, Chuang-tzu 莊子 proved himself a powerful expounder of the teachings of Lao-tzu. If the Book of Mencius is dialectical and often sophistical, the Book of Chuang-tzu is exceedingly florid in style and hyperbolical. These works constitute a fountain-head of Chinese literature to this day. Chü-yüan's 屈原 *Li-tsao* and the works of Han Fei-tzu 韓非子 and Hsün-tzu 荀子 are also notable products of this period. Chü-yüan is pessimistic, Han Fei-tzu is heretical (from the point of view of orthodox Confucianism), and Hsün-tzu follows in the main Confucius and Mencius.

In this connection it may here be stated that apparently the two schools of thought represented on the one hand by Confucianism and on the other by the philosophy of Lao-tzu found their respective sources in different natural and social environments. In regions along the Huang-ho, where the Han race of Chinese first flourished, Nature has been chary in her gifts, as compared with the

basin of the Yang-tze, and it is believed that the northern community produced literature and philosophy which are pre-eminently practical, while in the S. there arose men whose thoughts and the manner of expressing them were marked, like the exuberance of natural life around them, by an abundance of imagination. Lao-tzu, though living in the N. as an official of the Court of Chou when Confucius visited him, was by birth a southerner. So also were Chuang-tzu and Chü-yüan, though the former was born midway between N. and S. Can it be that in those early days there had already entered into South China the pantheistic and super-worldly ideas of India?

Chin 秦 and Han 漢 Periods (255 B.C.-220 A.D.). The Middle State, long distracted under the weak rule of the later Chou Emperors, was unified and pacified by the first Emperor of the Chin Dynasty, who made himself for ever famous by building the Great Wall. The Emperor's giant hand in the process of unification was resisted by the literati of that day, who denounced the new despotism as an innovation entirely contrary to the traditional ideal. A large number of the most troublesome of these agitators were put to death, and the classical books behind which these men had sheltered themselves were confiscated and burnt, whenever found. But the period of persecution and vandalism lasted only for a quarter of a century, as the tyrannical dynasty was overthrown a few years after the death of its founder and replaced by the House of Han. The only literary monuments of the Chin Period are the Chronicle of the Chin Dynasty and inscriptions on stone monuments set up on mountains to record the 'virtues and achievements' of the first Emperor. The



Chinese Theatre—the star is the celebrated Mei Lanfang

rise to power of the Hans was in a way a restoration of the old order of things, hence of the classical literature sanctified by association with the name of Confucius. There now appeared on the scene a host of powerful writers. Among the more famous ones may be mentioned the essayists *Chia I* 賈誼 and *Tung Chung-shu* 董仲舒, the historian *Szu ma Chien* 司馬遷 (called the 'Herodotus of China'), the writer of parable-prose *Szu-ma Hsiang-ju* 司馬相如, the philosopher *Yang Hsiung* 揚雄, and the poets *Wei Meng* 韋孟, *Li Ling* 李陵, *Su Wu* 蘇武. If we come down to the East Han Period (25-220 A.D.), a great university was founded, and the rites and customs and music of the ancients were investigated, with a view to their restoration. There now appeared *Ma Jung* 馬融 and *Chêng Hsüan* 鄭玄, commentators and expounders of the classics, and *Pan-ku* 班固, the author of the well-known 'History of the Han Dynasty.' The famous memorials ('Former and Later *Chu-shih-piao*' 出師表) of *Chu-ko Liang* 諸葛亮 or *Kung-ming* belong to the close of this period.

Wei 魏, *Chin* 晉, and *S. and N. Dynasties Periods* (220-589 A.D.), otherwise known as the 'Six Dynasty (*Lu-chao*) Times,' is also remarkable for a brilliant literary activity. The first two Emperors of the Wei Dynasty fostered literature, themselves making notable productions, but it was *Tsao Tzu-chien* 曹子建, younger brother of the second Emperor, who excelled all his contemporaries in literary gifts and attainments. Among other well-known scholars, the names of *Kung Jung*, *Chên Lin*, *Wang Tsan*, *Hsü Kan*, *Wan Yü*, *Ying-yang*, and *Liu Chên* stand foremost. In the Chin Period there appeared *Yüan Chi*, *Hsi Kang*, *Lu Chi*, and *T'ao Szu*, but it was *Tao Yüan-ming* 陶淵明, also called *Tao Chien* (see P. 196 under the River Yang-tze), who appeared at the close of the period, whose genius and originality shone the brightest. He not only breathed life and strength into the decadent literature of his time, but held up for all time an ideal of unworldliness, of freedom from earthly ambitions, of unity with nature and its spirit. The following is a rough paraphrase of one of *Tao Yüan-ming's* poems:

Back to my Farm.

Born out of tune with the world,
Hills and mountains I always loved;
Caught by chance in the worldly net,
Saw thirty years glide by.
A captive bird longs for the woods,
A fish in a pond for a pool;
To break up the wild land
Return I, unskilled in worldly arts.
Small is the homestead,
Small the house I live in;

Willows overshadow it from behind,
Peach and plum-trees in front.
Distant is the neighbouring village,
Smoke hangs low over it;
Cocks crow from a mulberry-tree,
Dogs bark from a hidden alley.
Peace reigns in the house,
The court-yard is cleanly swept;
Too long lived I in a cage,
Back to nature I am free at last.

Under the Southern Dynasties, we meet with names like *Hsieh Ling-yün*, *Yen Yen-chih*, *Pao Chao*, who set the fashion of a very ornate style, which, becoming too artificial, killed all the life in literature. Later there appeared a poet like *Hsieh Tiao* 謝朓 and an essayist like *Kung Chih-kuei* 孔稚圭. The Emperors, *Wu*, *Wên*,

and *Yüan* of the Liang 梁 Dynasty assiduously fostered literature; Prince Chao Ming 昭明 compiled the *Wên-chien* ('Selected Pieces'); *Chen Yüeh*, *Liu Hsieh*, and *Chung Jung*, were well-known literati of the time. At this time there came into fashion poems, intended to be sung to the accompaniment of the flute or other musical instruments. Under the Chên 陳 Dynasty there appeared a large collection of poems of the Han, Wei, and Six Dynasty Times, edited by *Hsü Ling*. But altogether the productions of this period lacked vigour, robustness, and strength, too much attention being paid to the art of ornate expression. In the N., under the Northern Dynasties, a much more vigorous spirit prevailed, as may be seen in the writings of *Yü Hsin*.

The lack of vigour in thought and the prevalence of an over-nice, elegant style of writing, that mark the productions of the Six Dynasty Times, were due to a large extent to the influence of a peculiar, cynical ideal of life, which marked a reaction from the too exacting requirements of Confucianism as to the rites and duties of life. The reaction was largely due to the combined influence of Taoism and Buddhism, the latter, introduced into China as early as 67 A.D., coming to be a very great social force in the early half of the 6th century, during the reign of Emperor Wu of the Liang Dynasty. The peculiar ideal, which was a revolt from the too exacting, ethico-social Confucianism, consisted in a contempt for all forms of social and ethical duties, both in private life and in the Court,—these having very likely become by this time largely mere forms—and in a sort of abandonment to impulses, not of the basest sort to be sure, but of a love of the natural state and of forgetfulness of the cares of life by means of heavy drinking of intoxicating liquors. The men who indulged in this kind of life held themselves aloof from the generality of mankind, who devoted themselves not only to the making of money, but also to the duties of the State as well. They ridiculed those who were punctilious in matters of dress and social functions, they themselves affecting carelessness in these matters. Their minds were, as they conceived, set on high themes; they walked on lofty planes, altogether above the conception of men buried in the performance of worldly duties. This mode of thought not only robbed literature of all life, but cut at the very roots of patriotism to the State, materially contributing to the degeneration which led to the social and political disturbances of those troublous times.

Sui 隋 and Tang 唐 Periods (589–919 A.D.). Under the short Sui Dynasty there began to appear a spirit of reform in literary productions, an attempt to return to the strong, robust style of earlier times. The Emperor *Yang-Ti* and the poet *Yang Su* 楊素 were both animated by this spirit, as may be noted in their productions. But it was in the Tang Period that there came a great outburst of intellectual and literary activity, marked by a very great deal of originality. In the next, the Sung Period, there indeed appeared brilliant essayists and poets, but the tone and the excellence of the productions never rose higher. The poetry of the Tang Period found its

highest expression in the works of *Li Po* 李白 (also known as *Li Tai-po*) and *Tu Fu* 杜甫 (also known as *Tu Tzu-mei*), who are unexcelled by any previous or subsequent poets. The former sang of nature and humanity from a lofty, universal standpoint, while the latter was strongly ethical, being a great patriot, who bewailed the decay of the Imperial authority and the sufferings of the people. The following is a rough rendering of one of Li Po's poems:

On Seeing off Mêng Kao-jan

From <i>Hwang-ho-lou</i> in the west	The solitary sail is soon lost to sight
My friend sails away,	Under the blue vault of heaven,
In the misty, flowery Third Month,	The mighty river alone remaining
Bound for the far-off Yangchow City;	Rushing majestic towards the horizon.

For a specimen of Tu Tzu-mei's verse we must refer the reader to P. 224 under Chêng-tu.

Next to these there came *Po Lo-tien* 白樂天, also called *Po Chü-i*, and *Yüan Chên* 元稹, both of them more popular in style than the two others already named. Preceding these men and preparing the way for their coming, as it were, there had appeared *Chang Chiu-ling*, *Sung Chih-wên*, *Ho Chih-chang*, *Pao Chieh*, and *Chang Hsü*; while the rear of this host of poets was brought up by *Tu Mu*, *Wên Ting-yün*, *Li Shang-yin*, *Chêng Ku*, and *Han Wu*.

Of the essayists, the two greatest names were *Han Tu-chih* 韓退之 (or Han Yü) and *Liu Tsung-yüan* 柳宗元, whose productions are held up to this day as models of excellence. They broke away from the traditions of the previous period, and, writing in a clear, powerful, robust style, cut out a new path for later generations. In the study of the classics, this period also showed a marked activity. Among the 18 great classical scholars of this epoch, the names of *Tu Ju-hui*, *Fang Hsüan-ling*, and *Kung Ying-ta* are familiarly remembered to this day. But in the study of the classics, this period was but preparatory to the Sung Period which followed, when there appeared great scholars with their cosmic philosophy and ethico-psychological system of thought, giving to Confucianism the final form in which it is commonly known to-day.

Sung 宋 Period (960-1279 A.D.). In the troubles of the Five Dynasty Period that intervened between the Tang and the Sung Period, the flame of learning and literature became almost extinct. But with the establishment of the Sung Dynasty, the flame was again fanned to a great brightness. Now appeared philosophers who in expounding the classics brought to their aid certain cosmic and metaphysical ideas of India. *Shao Yung* or *Shao Kang-chieh* 邵康節 tried, like Pythagoras, to unroll the mystery of the universe with number as the principle of all existence. *Chou Tun-i* or *Chou Lien-hsi* 周濂溪 propounded the doctrine of the Tai-chi 太極 ('Great Extreme') and *Chang Hêng-chü* 張橫渠 of the Tai-hsü 太虛 ('Great Nothing') as the beginning of the universe. To these metaphysical inquiries a strong ethical trend was given by *Chêng Ming-tao* 程明道 (or Chêng Hao), who, assisted by his brother *Chêng I-chuan* 程伊川 (or Chêng I), led the way in psychological inquiries and discipline as a means of moral

culture. They also devoted themselves to expounding classics such as the *Analects* and the 'Doctrine of the Mean', and prepared the way for the rise of *Chu Hsi* 朱熹 or *Chu-tzu*, who, with his encyclopædic learning and intense moral enthusiasm, arranged the texts of the classics, at the same time expounding the doctrines of Confucianism on the basis of a new metaphysical system. Chu-tzu taught: "There was the Reason before the coming into existence of the heaven and earth. From the Reason there came forth the Vivifying Principle. From the latter all things came forth. Of all things in the universe man is the most perfect, being a microcosm by himself. The human being partakes of the Reason or *Li* 理 and the Vivifying Principle or *Chi* 氣. That part of human nature which partakes of the Reason is incorporeal, pure, and good, while the rest is mixed, partaking largely of the *Chi* or Vivifying Principle."

Chu Hsi is regarded as the founder of the Sung School of Confucianism. And whatever influence Confucianism exercised—and it has been great—in the training of a nation like Japan, must be largely ascribed to the works of this great philosopher and commentator. Among other celebrated scholars of this time must be mentioned *Su Shih* or *Su Tung-po* 蘇東坡, a great poet and essayist, and five other brilliant essayists, *Ou Yang-hsiu* (or *Ou Yung-shu*), *Su Hsin* (or *Su Lao-chüan*), *Su Chê*, *Tseng Tzu-ku*, and *Wang An-shih*, who, together with Han Tui-chih and Liu Tsung-yüan of the Tang Period, have been known since as the Eight Great Essayists of the Tang and Sung Periods; *Fan Chung-yen* 范仲淹 was also a brilliant writer of the time. In poetry three names stand pre-eminent, *viz.* *Su Tung-po* (already mentioned), *Huang T'ing-chien* 黃庭堅, and *Lu Fang-wêng* 陸放翁. As historians the names of *Szu-ma Kuang* 司馬光 (author of the celebrated *History of China*, *Tsu-Chih Tung-chien*) and of *Ou Yang-hsiu* (author of the *History of the Five Dynasties Period*) stand pre-eminent. It may be stated *en passant* that the well-known abridgement—the *Tung-Chien Kang-mou*—of the *Tsu-chih Tung-chien* by Szu-ma Kuang was translated into French by P. de Mailla in the latter half of the 18th century, and it was this Chinese history in French which was so largely utilized by Edward Gibbon in writing his celebrated *Decline and Fall of the Roman Empire*. *Wên Tien-hsiang's* (文天祥) *Chêng-chi-ko* and *Hsieh Fang-tê's* (謝枋得) *Chüeh-ping-shu* are remarkable writings, being the indignant and spirited protests of these patriots of a falling dynasty against their captors (the Mongol invaders).

Yüan 元 (Mongolian) Period (1260–1367 A.D.). In this period China, being under the Mongol domination, showed little sign of intellectual activity. But there is one domain of literature, *viz.* fiction, in which a marked advance was made. The two notable products are *Shui-hu-chuan* and *San-kuo-chih*, both of them proving as popular in Japan (in a translated form) as in the land of their birth. *Shui-hu-chuan* is a romance based on the state of society prevailing in the days of the decline of the Sung Dynasty, when mean court sycophants held the reigns of power, while the invaders from

the N., the *Liaos* 遼, occupied the N. half of the Middle State. The story recounts the exploits of 108 freebooters, who with their followers at first defy the Imperial authority, from their antagonism to the corrupt court minister, but later, having become reconciled with the Imperial government, carry on desultory warfare against the barbarian invaders (the *Liaos*). *San-kuo-ehih* is an historical romance dealing with events and personages belonging to the Three Kingdoms Period (3rd century A.D.). The book has always been a very powerful means of education to multitudes of young men in China and Japan. Among other productions may be mentioned the *Hsi-hsiang-chi*, a love story, and the *Pi-pa-chi* which contains the story of an heroic woman, who as a maiden obedient to her parents or as a wife faithful to her husband, goes through many difficulties and sufferings.



Open-air Market of earthenware

Ming 明 Period (1368-1662 A.D.). In the latter half of the 15th century, during the reign of Emperor Hsien-tsung, there came into use an artificial method of writing prose, treating a theme under eight heads, known as the *Pa-ku-wên*. This style became compulsory in public examinations and remained so till the latter days of the Manchu Dynasty. This is thought to have done incalculable harm by cramping the intellectual activity of Chinese scholars. The chief literati of the Ming Period are *Sung Lien* 宋濂, *Fang Hsiao-ju* 方孝孺, *Wang Yang-ming* 王陽明 (or Wang Shou-jên), and *Kuei Chên-chuan* 歸震川 (or Kuei Yu-kuang). Of these, Wang Yang-ming is the most famous, being a great statesman as well as the founder of a famous school of Confucianism, known under his name. His method of teaching Confucianism was distinguished from that of the

famous Chu-tzu of the Sung Period, in that he laid more importance than did Chu-tzu on hearing the voice of conscience, through reflection and meditation, rather than on study of the classics. His system has since prevailed, side by side with that of Chu-tzu, and has done much to complement the shortcomings of the latter. The poets of the period are *Kao Ching-chiu* 高青邱, *Li Tung-yang* 李東陽, *Li Yu-ehi* 李猷吉, and six others (together known as the Seven Poets), *Li Yü-lin* 李于鱗, *Wang Shih-chên* or *Wang Yüan-mei* 王元美, and *Kuei Chên-chuan* (already mentioned). Of these *Kao Ching-chiu*, though not a great poet, shows real poetical genius. In fiction, *Hsi-yu chi* and *Chin-ping-mei* are notable productions,—the former a record of imaginary travel in western lands, rich in fantastic, dreamlike pictures, and the latter an interesting love story, widely read both in China and Japan. Dramatic works which merit mention are the *Mu-tan-ting*, *Huan-hun-chi*, *Han-tan-mêng*, *Nan-ko-chi*, and *Tzu-chai-chi*.

Ching 清 (Manchu) Period (1616–1912 A.D.). In the early years of this period all notable scholars were engaged under official direction in compiling dictionaries (such as *Pei-wên-yün-fu* 佩文韻府, *Yüan-chien-lei-han* 淵鑑類函, *Kang-hsi-Tzu-tien* 康熙字典), in the comprehensive classification of books then extant (*Ssu-ku Chüan-shu*), or in writing the history of the unification of China under the Ching Dynasty. Later there came into fashion a method of critical study of the ancient classics, producing scholars like *Yen Jo-chü* 閻若璩, *Tuan Yü-tsai* 段玉裁, *Chiao Hsiao-lien* 焦孝廉, *Tai Chi-shih* 戴吉士, and *Mao Chi-ling* 毛奇齡. *Yen Jo-chü* was the leader of them, being the author of several well-known books. The poets of this period are *Shih Yü-shan* 施愚山, *Wang Yü-yang* 王漁洋, and *Sung Li-shang* 宋荔裳. Of other well-known literati may be mentioned *Chao I-yen* 趙翼, a writer of essays on historical subjects, *Huang Tsung-hsi* 黃宗羲, a classical scholar of the school of Wang Yang-ming, *Chin Shêng-tan* 金聖嘆, a literary critic, and the essayists *Hou Fang-yü* 侯方域, *Wei Hsi* 魏禧, and *Wang Wan* 王琬. These men all flourished before the close of the 18th century. With the 19th century there opened an era of troubles, of internal wars, and of foreign (European) invasions, and not a single notable literary production has appeared. In the latter years of this period, China at last awoke to the need of introducing modern western knowledge. The Peking government abolished the time-honoured, but exceedingly artificial method of writing essays in official examinations in the *Pa-ku-wên* style. Modern sciences were now included as subjects in these examinations. With the introduction of modern sciences, chiefly through the medium of Japanese books, a host of new terms have been adopted either from Europe (e.g. *Tè-lü-fêng* for Telephone) or Japan (e.g. *Po-lan-hui* for Exhibition); and these terms, together with the influence of Japanese literature in general, are almost revolutionizing the written Chinese language.

Ideographs and Language. *Ideographs.* The Chinese language is written with ideographs, of which there are altogether

49,400, but for practical purposes a knowledge of 2,500 characters is said to be sufficient to unravel the mysteries of the classics and other standard literature of China. The ideographs constitute a medium which appeals to the eye, rather than to the ear, and correspond to the written words of other alphabetic languages. They are composed of symbols or hieroglyphics intended to represent images, or of lines, or of two or more such symbols. According to tradition these symbols were originally invented by *Fu-hsi-shih* and later amplified by *Tsang Chieh* in the time of *Huang-Ti*; those were further amplified and systematized in the Chou Period. The ideographs as we have them to-day may be divided into six classes, according to their origin, as follows:

(1) *Chih-shih* (指事) or ideographs which represent ideas by the position of their parts, *e.g.* 上 (above) and 下 (below), originally written 亠 and 冫;

(2) *Hsiang-hsing* (象形) or hieroglyphics representing the forms of the objects meant, *e.g.* 日 (sun), 月 (moon), 馬 (horse), originally written 日, 月, and 馬;

(3) *Hsieh-shêng* (諧聲) or phonetic ideographs representing sounds, being composed of two parts, one of which gives the sound to the whole character; *e.g.* Ocean 洋 (*yang*), taking its sound from *yang* (羊), and Fishing 漁 (*yü*), from *yü* (魚);

(4) *Hui-i* (會意) or ideographs composed of 2 or more characters to give the idea of a third, *e.g.* 信 (sincerity) made up of 人 (man) and 言 (word), 明 (brightness) composed of 日 (sun) and 月 (moon);

(5) *Chuan-chu* (轉注) or ideographs which when inverted assume different meanings *e.g.* 老 (old), 考 (to think);

(6) *Chia-chieh* (假借) or ideographs which are metaphorical *e.g.* 長 (long), standing for 'head or chief,' 令 (an order), standing for 'a district magistrate.'

It will thus be seen that the system of ideographs has been developed quite independently of their pronunciation. The reader will be surprised to know that, while as stated above there are about 50,000 ideographs, these are represented to the ear by only 500 syllabic sounds. The Chinese had to grapple with the difficult problem of how to make 500 syllabic sounds represent in conversation the thousands of characters in ordinary use. The problem was solved by adopting a method of intonations, called the 'Four tones' or *Ssu-shêng*,—*Ping* or 'Even,' *Shang* or 'rising,' *Chü* or 'Departing,' and *Ju* or 'Entering.' The 'Even tone' is the ordinary tone of voice; the 'Rising tone' makes the voice rise as in the case of an interrogation; the 'Departing tone' gives to the voice something of the effect of doubtful surprise; and the 'Entering tone,' of authoritative command.

Spoken Language. In China there is no spoken language which prevails throughout the country and which is understood both by the educated and the ignorant. On the contrary there is a great variety of dialects, so that for instance the chief cities of S. China, like Canton, Amoy, Foo-chow, Wen-chow, Ning-po, and Yang-chow,

each have a distinct dialect which cannot be understood by the people of other cities. To give an example—the ideograph for stone 石 is *shek* in Canton, *chiok* or *sik* in Amoy, *sik* or *sioh* in Foo-chow, *zi* in Wen-chow, *zih* or *zoh* in Ning-po. But the nearest approach to a universal spoken language is *Kuan-hua* 官話 or the 'Mandarin dialect.' This is the official language of the country, spoken by every educated Chinese, in fact by all the middle class people, and understood by the lower classes as well, even if they cannot speak it. But even the Mandarin dialect is not strictly uniform. There are the Peking Kuan-hua and the Nanking Kuan-hua, between which there are certain differences in pronunciation, *e.g.* the Chinese word for castle 城 is *chêng* in the Peking Mandarin dialect and *tsên* in the Nanking Mandarin dialect, while the words for 'the middle' 中 are *chung* and *tsung* respectively. In the manner of speaking also, the former is spoken in a more fluent manner than the latter. But these slight differences do not present an insuperable bar to either form of the dialect being understood by those accustomed to speak the other. Under the former Ching (Manchu) Dynasty all provincial officials visiting Peking were expected to speak the Peking Mandarin dialect.



Demon masked priest of the Lama Temple, Peking

Vowels and Consonants in the Peking Mandarin dialect: Vowels: —a 阿, ou 歐, ao 豪, ê 哦, êi 危, yeh 爺, ai 哀, ang 亢, êng 哼, an 安, ên 恩, —II vowels in all; Consonants: —pu 不, pi 必, mu 木, mi 米, fu 夫, tu 都, ti 低, tê 德, nu 奴, ni 尼, no 訥, lu 廬, li 離, lê 勒, shu 書, shih 詩, chu 朱, chih 之, ju 入, jih 日, tsu 租, tzu 姿, su 蘇, ssu 絲, i 衣, yü 迂, ku 弧, chi 基, kê 戈, chü 居, hu 乎, shi 希, hê 禾, hsü 須, wu 五, p'u 撲, p'i 皮, t'u 土, t'i 題, t'ê 特, ch'u 初, ch'ih 遲, ts'u 露, tz'u 辭, k'u 剗, ch'i 其, k'ê 科, ch'ü 趨—48 consonants in all.

Such being the vowels and consonants, the Chinese have a system of 'spelling as it were various sounds'; thus, in order to indicate the sound *pa* 罷, the writer takes *pu* 不, which begins with the required initial, and *a* 阿, which supplies the required final, the two put together making *pa*. This method of spelling was introduced by the Buddhist missionaries in the 5th and 6th centuries, and it has since been found indispensable in spelling foreign proper names.

The spoken language has its own *Ssu-shêng* slightly different from the one above mentioned. There are also exceedingly fine distinctions in pronunciation, known as *Pa-yin*, e.g. aspirated and unaspirated, open-mouthed and close-mouthed, etc.

Spoken Languages other than Chinese. The Manchurian language is spoken exclusively among the Manchus and is never used by the Chinese on any occasion. The Mongolian language is spoken by traders on the frontiers, when engaged in bargaining with the Mongolians, and by no others. Such also is the case with the Tibetan. English is spoken at treaty ports, and German was coming to be employed somewhat among the Chinese engaged in trade at Ching-tao or employed on the Shantung Railway, but otherwise neither these nor any other foreign languages are ever in general use. We must not forget to mention the 'Pidgin English' which prevails among a certain class of Chinese traders in dealing with foreign merchants. It is a language evolved by the Chinese himself in the course of his intercourse with foreigners, being a mixture of foreign and Chinese words, which the native trader has "put together without syntax or grammar, conforming them to his own monosyllabic form of expression." But Chinese laying any claim at all to education never stoop to the use of this corrupt form of the English language.

Chapter X. Trade and Industry.

I. Trade. The Chinese are born traders. There are millionaires all over China, who, though making no pretensions to learning or education, value credit so highly that their 'yes' or 'no' suffices for the transfer of thousands of *taels* from the hands of one man to those of another, and that a mere slip of paper takes the place of a deed, which in other lands would require a most complicated process. The high credit of a Chinese trader is proverbial and is a source of wonder to outsiders, who are daily witnesses of Chinese lack of straightforwardness and honesty in some other respects, e.g. in administration and politics. More especially are the merchants of Shan-si noted for their sterling probity in banking and the Cantonese for their successful transactions in foreign trade. Next to these come the merchants of Ningpo City and of Shantung Province.

China's Foreign Trade. It is on record that as early as the 3rd century B.C., under the Later Han Dynasty, the Chinese carried

on trade with people of Western Asia, the route of travel leading across the desert of Tarim Valley and across the mountains W. of the Pamirs. In the Tang Period a considerable trade was carried on at Canton and other S. China ports with the Hindus and Arabians. But we must come down to the 16th century for the opening of intercourse with Western Europe. Portuguese, Dutch, and Spanish now arrived at S. China ports and carried on trade, though without a formal recognition from the Imperial Government. Early in the 19th century, English and French traders got a foothold in Canton; but it was only in 1842 that, as a result of the Opium War, China consented to open 5 ports to foreign trade (Canton, Amoy, Foochow, Ningpo, and Shanghai), besides ceding Hongkong to England.

Since those days other ports on the extensive coasts, N. and S., as well as in the interior, have been opened from time to time, till there are now altogether 74 open ports (26 in Manchuria, 1 in Sinkiang or Sungaria, 3 in Tibet, and 44 in China Proper). The open ports in China are as follows:—

Provinces	Ports	Provinces	Ports	Provinces	Ports
<i>Chih-li</i>	Tientsin	<i>Kwang-tung</i>	Swatow		Feng-huang-cheng
	Chin-wang-tao		Canton		Liao-yang
<i>Shan-tung</i>	Che-foo		Kowloon		Hsin-min-fu
	Kiao-chou (or Ching-tao)		Lappa		Tieh-ling
	Chi-nan		Sam-shui		Tung-kiang-tzu
	Chou-tsun		Kong-moon		Fa-ku-mên
	Wei-hsien		Hongkong	<i>Kirin</i>	Kirin
	Wei-hai-wei		Macao		Chang-chun
<i>An-hwei</i>	Wu-hu		Pak-hoi		Harbin
<i>Kiang-si</i>	Kiu-kiang		Kiung-chow (or Hoihow)		Ninguta
<i>Hu-peh</i>	Hankow		Kwang-chau-wan		Hun-chun
	Sha-si		Chung-king		San-sing
	I-chang	<i>Sze-chwan</i>	Wu-chow		Sui-fen-ho
<i>Hu-nan</i>	Yo-chow	<i>Kwang-si</i>	Nan-ning		Lung-ching-tsun
	Chang-sha		Lung-chow		Chü-tzu-chieh
<i>Kiang-su</i>	Shanghai	<i>Yün-nan</i>	Meng-tsz		T'ou-tao-kou
	Woo-sung		Sze-mao	<i>Hei-lung-kiang</i>	Pai-tsao-kou
	Chin-kiang		Teng-yüeh		Tsitsihar
	Nanking	<i>Shêng-king</i>	Ying-kou		Hailar
	Soo-chow		(Port of New-chwang)		Aigun
<i>Che-kiang</i>	Hang-chow		Dairen	<i>Sin-kiang</i>	Man-chou-li
	Ning-po		An-tung	<i>Tibet</i>	Kashgar
	Wen-chow		Ta-tung-kou		Ya-tung
<i>Fuh-kien</i>	Foo-chow		Mukden		Gartok
	Amoy				Gyangtze
	San-tu-ao				

Of the 44 ports in China Proper, Shanghai is the main centre of distribution, while Tientsin, Hankow, and Canton occupy a position of secondary centres, the first for N. China, the second for C. China, and 3rd for S. China.

Foreign Trade. China's foreign trade has made marked progress since 1894, the year of the Sino-Japanese War. In that year the figures for import and export stood at less than Hk. Tls. 300,000,000, which amount rose in 1904 to Hk. Tls. 610,000,000, showing a two-fold increase. In 1920 the foreign trade totalled Hk. Tls. 1,507,000,000, almost three times that of 1904.

Chief Imports and Exports. According to the latest returns of the Maritime Customs (1920), the chief imports and exports are as follows:—

Imports		Exports	
Description	Value (Hk. Tls.)	Description	Value Hk. Tls
Arms and Munitions ...	592,000	Beans	27,396,000
Chemical products	2,291,000	Bean cakes	41,959,000
Cigarettes	22,029,000	Bean oil	14,795,000
Clothing, Hat, etc.	5,730,000	Bristles	6,224,000
Coal	14,374,000	Cereal: Millet and Kao- liang	8,719,000
Copper	11,413,000	Cocoons & Waste silk ...	8,219,000
Cotton goods	173,511,000	Cotton, Raw	9,225,000
Cotton yarn	76,232,000	Peanuts	6,507,000
Dyes, Colors, and Prints.	27,756,000	Peanut oil	9,316,000
Fish and Fishery products.	13,400,000	Sesame seed	10,830,000
Iron and Mild steel	31,237,000	Silk piece goods, Pongees and Silk products, un- classed	24,808,000
Matches	2,965,000	Silk, Raw	68,154,000
Paper	14,159,000	Skins & Hides, undressed	16,328,000
Railway materials	4,144,000	Straw braid	4,487,000
Sugar	39,086,000	Tea	8,873,000
Tobacco	12,924,000	Tin, in slabs	11,098,000
Vehicles	13,579,000	Wheat	25,395,000
Wine, Beer, Spirits	4,984,000	Wheat flour	18,252,000
Wood	12,049,000	Wood oil	6,739,000
Wool and Cotton unions ...	5,844,000	Wool	5,044,000
Woolen goods	4,275,000		

Trade Organs. The organs of trade most commonly found are of three kinds—chambers of commerce, *hui-kuan* or guilds of men hailing from the same province, *kung-so* or associations of men engaged in a similar trade. The chamber of commerce first came into existence in accordance with the Imperial edict of 1897, and is similar in nature and scope to the chambers of commerce in other countries. The *hui-kuan* is more of a club, a mutual aid association, than a business association, though in a large number of them trade affairs are looked after through a *shang-pang*, a trade association organized by members of the same *hui-kuan*. But some *hui-kuan* are chiefly trade-associations, like the *Cha-yeh* (tea-industry) *Hui-kuan* of Shanghai, which concerns itself with matters relating to the export of tea. Business associations, *kung-so*, are organized strictly with relation to certain businesses, *e.g.* silk, oil, sugar, cotton, iron, paper, *etc.* These *hui-kuan* (*e.g.* Shan-tung *Hui-kuan*, Hu-nan *Hui-kuan*, Kiang-si *Hui-kuan*, *etc.*) and *kung-so* (*e.g.* *Cha-yeh Kung-so*, *Chih-yeh Kung-so*, *Chien-yeh Kung-so*, *Yang-huo Kung-so*, *etc.*) are found in all large cities, some of the *hui-kuan* owning a large guild-house.

Old-style Banks and Money-changers. The native organs of monetary circulation most commonly met with throughout China are old-style banks, money-changers, silver-houses, and pawnbrokers,—

known respectively under the names of Piao-hao, Yin-hao, Chien-chuang, Yin-lu, and Tang-pu. *Piao-hao* or *Piao-chuang*, popularly known as *Shansi Banks* (in some places also known as *Tui-hui-chuang* or *Hui-piao-chuang*), make exchange between different places their chief business, regarding as subsidiary the receiving of deposits and making of loans. These banks, with a capital of from 500,000 to 3,000,000 Tls. (largest 7,000,000), are found all over Chinese territory from Mai-mai-cheng on the Russian frontier in the N. to Canton in the S., from Ili in the W. to Fengtien and Kirin in Manchuria, the complex network of this correspondence being maintained in a most creditable manner. These banks, from their chief managers to their petty employees are all run by Shansi men. *Yin-hao*, also called *Yin-chuang*, besides engaging in exchange, receiving of deposits and making of loans, issue notes (Yin-piao—a kind of convertible note). The largest of these banks have a capital of several million taels. Most yin-hao are managed by Ningpo men. *Chien-chuang* are money-changers, handling 'shoe-silver', silver dollars, and copper money. Some of them, however, receive deposits and make loans, and even engage in exchange between different places. As a rule chien-chuang have only petty capitals (5,000 to 20,000 Tls.), though the largest ones have a capital of 300,000 Tls. These large chien-chuang, like yin-hao, issue silver notes. *Yin-lu* or *Lu-fang* are private silver mints, which purchase silver bullion and issue 'shoe-silver,' either on their own account or at the request of others for a fixed fee. The Yin-lu are met with mostly in N. and C. China, rarely in S. China. *Tang-pu* are pawnbrokers, some of them possessing a capital of a million taels. There are smaller houses, known as *chih-pu*, *tien-pu*, *ya-pu*, according to the size of their capital, the last-named being petty brokers having 1,000 Tls.



A Restaurant for lower-class people

or less. *Kung-ku-chü* are private establishments for making assays of 'shoe-silver' in regard to quality and quantity. These houses are met with in Shanghai, Tientsin, Hankow, Chefoo, *etc.*, and the bullion bearing their marks enjoys a high reputation in the market.

Modern-style Banks. Chinese Banks:—(1) Bank of China or *Chung-kuo Yin-hang* (capital \$60,000,000), a limited liability corporation, organized in 1911 on the foundation of the Ta Ching Bank, Shanghai, and functioning as a State Bank, collects and pays Treasury Funds, raises National Loans, and issues Military Bonds and notes, the latter being in circulation throughout China. Its head office is in Peking, with branches at all important commercial cities and ports of the Republic. Bank of Communications, or *Chiao-tung Yin-hang*, a thriving joint-stock bank, established in 1907, transacts an ordinary bank and exchange business. Its capital is \$15 000,000, half-paid, with a reserve (1921) amounting to about half the paid up capital. Its head office is in Peking, with 70 branch banks throughout the Republic, and branches in Singapore, Hongkong, and Tokyo. Foreign Banks:—(1) Yokohama Specie Bank is a Japanese banking corporation, which engages chiefly in foreign exchange. The bank has its head office in Yokohama, and branches or agencies in Shanghai, Tientsin, Peking, Hankow, Chefoo, Newchwang (Ying-kou), Dairen, Lushun, Fengtien, Tieh-ling, Chang-chun, Amoy, Foochow, Ching-tao, Wei-hai-wei, *etc.* Its silver notes are extensively circulated in the Chinese market. (2) Taiwan Yin-hong or the Bank of Formosa (also a Japanese bank), with its head office in Tai-hoku, in Taiwan, and branches in Foochow, Amoy, Swatow, Shanghai, Kiu-kiang, *etc.* Its notes enjoy a high credit in Amoy. (3) Hongkong & Shanghai Banking Corporation is a well-known British bank, having its head office in Hongkong, and branches or agencies in Shanghai, Hankow, Tientsin, Peking, Amoy, Foochow, Canton, Swatow, Chin-kiang, Ching-tao, Wei-hai-wei, Chefoo, Newchwang, *etc.* The bank's silver notes enjoy the highest credit in the Chinese market. (4) The Chartered Bank of India, Australia, and China has its head office in London, with branches in all the important centres in China. It is the oldest foreign bank in China and exercises a widespread influence in the Chinese money market. (5) The Mercantile Bank of India has its head office in London and branches or agencies in Shanghai, Hankow, Foochow, Swatow, Ching-tao, Chefoo, *etc.* It serves as a valuable means of maintaining close economical relations between India and China. (6) National Bank of China. This is also a British bank, with its head office in Hongkong, and branches in Canton, Amoy, Swatow, Wei-hai-wei, Newchwang, *etc.* (7) The International Banking Corporation a representative of American finance in China, has its head office in New York, with branches or agencies in Canton, Shanghai, Amoy, Chefoo, Peking, *etc.* (8) Russo-Asiatic Bank, originally called the Russo-Chinese Bank, was established in 1896 as the organ for financing the railway and other Russian enterprises in the Far East.

It has its head office in Petrograd, with branches or agencies in Newchwang, Ku-lon, Harbin, Kirin, Peking, Tientsin, Hankow, Shanghai, Chefoo, Chin-kiang, Foochow, Swatow, Canton, *etc.* (9) Deutsch-Asiatische Bank. This important representative of German finance in the Far East was established in 1889, a year after Kiaochow became a German protectorate. It has its head office in Berlin, with branches and agencies in Ching-tao, Peking, Tientsin, Hankow, Shanghai, Chi-nan, Canton, *etc.* (10) Banque de l'Indo-Chine. This important organ of French finance in Eastern Asia has its head office in Paris, with branches or agencies in Peking, Tientsin, Shanghai, Hankow, Canton, Chefoo, *etc.* (11) Societa Coloniale Italiana. It has its head office in Milan and Branches or agencies in Shanghai, Canton, and other S. China ports. (12) Sino-Belgian Bank. Established in 1902, this bank has its head office in Brussels and branches in Shanghai and Tientsin. (13) Nederlandse Handel-Maatschappij. An old bank, established in 1824 as an organ of the Dutch colonial finance, it has its head office in Amsterdam, with a branch in Shanghai.

II. Industries. *New-style.* It is only in recent years that the Chinese have begun to see the importance of building up modern industries. Among the more important ones which require notice, the first place must be given to the Mints of Tientsin, Nanking, Wuchang, Chêng-tu, Chung-king, Yün-nan, Canton, and Mukden, the Arsenal of Tientsin, Chi-nan, Tai-yüan, Kai-fêng, Si-an, Lan-chow, Chêng-tu, Han-yang, Nanking, Hang-chow, Foochow, Shanghai, Canton, and Yün-nan, and the Dockyards of Shanghai, Hongkong, Canton, Amoy, Foochow, Hankow, Ching-tao, Tientsin, and Dairen. Besides there are found largely in Central China Silk filatures, Cotton-spinning and weaving factories, Flour-mills, Cement, Brick and Earthenware kilns, Glass works, Tobacco factories, Canning factories, Distilleries and Breweries, Rice-cleaning factories, Albumen factories, Bean-oil factories, Soap and Wax factories, Leather factories, Match factories, Paper mills, Ironworks, *etc.* But these factories, with the exception of the iron works and some others, are conducted on a small scale, not utilizing steam power. Yet the products from the iron works and the match and soap factories have already begun visibly to affect the import from foreign countries of these items (by keeping them stationary for the last ten years), and in the case of cotton yarn decreasing the amount of import. At the same time the export of bean-oil and cakes and of earthenware has largely increased. There is no doubt that an immense future lies before all these industries.

Old-style. It will perhaps interest the reader to know something of the different kinds of old-style industries, which are found among the people. We give their enumeration as follows:—Food Stuffs: Rice-cleaning (*Mi-tui-fang*); Flour-mills (*Mien-chang*); Making of ham and dried fowls (*Yen-lao-hang*); Confectioners (*Mi-chien-tien* or *Tien-hsin-pu*); soy and pickles (*Chiang-yüan*); *Chiu* or liquor brewed from rice (*Chiu-fang*). Yarns and Woven Fabrics:—



Manufacturing coal-balls for market

Weaving-houses (*Chi-fang*); Embroidery (*Hsin-fêng-tien*); Cotton-spinning (*Fang-sha-fang*); Silk filature (*Sao-ssu-chü*); Tailoring (*Chêng-i-pu*); Socks (*Wa-tien*); Sashes and ribbons (*Kung-tai-tien*). Leather:—Leather-making (*Pi-fang*); Leather-covered trunks (*Pi-hsiang-tien*); Leather and furs (*Pi-kuo-tien*); Shoes (*Ting-hsüeh-tien*). Buildings:—Building contractors—carpenters (*Shui-mu Liang-tso*); Timber merchants (*Mu-chang*). Bricks and Earthenware:—Bricks (*Chuan-wa-hang*); Large jars (*Kang-tan-tien*); Earthenware (*Shao-yao*). Metal-works:—Tin-ware or *Hsi-chi-tien* (Wine flasks, tea-trays, incense burners, ink-stands); Copper-ware (*Tung-chi-tien*); Tin-foil (*Hsi-po-tien*); Tin-plate ware (*Ma-kou-tieh-pu*); Tobacco pipes (*Yen-tung-tien*); Iron-ware and silver-ware (*Yeh-fang*). Wood and Bamboo Works:—Wood furniture (*Mu-chi-tien*); Combs (*Shu-pi-tien*); Umbrellas and parasols (*San-tien*); Lacquer varnishing (*Yu-chi-hang*); Bamboo works (*Chu-chi-tien*); Coffins (*Shou-chi-tien*); Carvings (*Kè-chia-tien*); Round and folding fans (*Shen-tzu-tien*); Writing brushes (*Pi-tien*). Industrial Art Works:—Precious stone works (*Chu-pao-tien*); Articles of personal adornment—rings, necklaces, armlets, ornamental hair-pins (*Shou-shih-tien*); Autograph-reprints (*Pei-tieh-tien*); Book-publishers (*Yin-shu-chü*). Paper-making and Sundry Industries:—Paper (*Chih-fang*); Candles (*Chu-tien*); Incense and incense sticks (*Hsiang-tien*); Cosmetic powder (*Hsiang-fên-tien*).

III. Agriculture. The Chinese people have always looked upon agriculture as the foundation of their society. It is a source of wonder to all foreign visitors how little waste land there is through-

out China Proper. From hill top to lake shore almost every open space is cultivated, even a little level spot between rocks is not left wild. Where it is too steep to retain moisture or seed, terrace after terrace has been cut out of the hillside. The low, level plains are protected against inundations by massive embankments. Marshy lands are reclaimed by draining. Dry plains are made fertile by a complicated system of irrigation. This is especially the case in S. China, where the land is more fertile than in the N. and where there is no lack of hands to carry on cultivation. With the recent general awakening of the Chinese to the need of improvement in all lines of industry, there are already seen many signs of improvement in agriculture. The cultivated area is rapidly increasing even in N. China. With the increased security of life and property which China has come to enjoy, farmers are growing ambitious of possessing a larger cultivated space by bringing under cultivation waste lands. For improving the methods of cultivation, agricultural schools and experimental farms (87) have been established in all the provinces, and agricultural associations (275) have been organized. But specially strong inducement to ambitious efforts in cultivation was offered by the great demand for beans, bean-cakes, sesame, and cotton which has arisen in foreign markets.

Area under Cultivation. As to the area of cultivated lands there are no later statistics available than those of 1833, the 13th year of Tao-kuang under the late Ching Dynasty. According to those figures of over eighty years ago, there were in China Proper 7,375,129 *ching* (or 195,900 sq. m.) of cultivated lands, or 13% of the entire area (1,532,800 sq. m.) of China Proper. It is safe to assume that in the years following that date there took place, along with the increase in population, a considerable extension of the area under cultivation.

Chief Agricultural Products. The chief products of China are cotton, rice, sugar, tea, and beans; followed by sesame, vegetable oils and wax, fibres, pea-nuts, and camphor. *Cotton* is raised chiefly in Hu-peh, Ho-nan, Kiang-su, Che-kiang, and Sze-chwan, and the annual output probably amounts altogether to 15,680,000 piculs (average 1909-11). Since 1909, when the cultivation of the poppy was prohibited, N. China also has come to produce cotton in no small quantity. As a result, 200,000 piculs of N. China cotton appeared in the Tientsin market in 1910. *Rice* is grown in large quantities in the Yangtze basin,—rice of the best quality being produced in Kiang-su and Che-kiang. It is believed that there is produced throughout China from 500 to 600 million catties of rice. *Sugar* is raised mostly in the S., in Kwangtung and Fuhkien provinces. *Tea* is of 2 kinds, green and black, grown largely in Yün-nan, Sze-chwan, Hu-nan, Hu-peh, Kiang-si, An-hwei, Che-kiang, and Fuh-kien. The best green tea (*e.g.* *Lung-ching*, *Mao-chien*, *Chu-lan*, *Hsiang-pien*), comes from Che-kiang, Sze-chwan, or An-hwei. In the production of black tea (*Oo-loong* or *O-liong*), Fu-ning in Fuh-kien, Pu-êrh in Yün-nan, and Chia-yüan in An-hwei were noted

places in the past. Of late I-ning in Kiang-si, Chi-mên in An-hwei, Tsung-yang, Tung-shan, and Yang-lou-tung in Hu-peh, and Chang-sha, Yo-chow, Chang-teh, and Li-chow in Hu-nan have come to produce very good Oo-loong tea—Kiangsi black tea being considered the best of all. Brick⁴tea, for export to Russia, is manufactured in Hankow, Kiu-kiang, and Foochow. The export of Chinese tea to foreign countries in 1919 amounted to 690,000 piculs. *Beans* (yellow, green, red, *etc.*) are raised largely in Manchuria, as well as in Chih-li, Shan-tung, Shen-si, Hu-peh, Che-kiang, and Ho-nan. Bean-oil and bean-cakes form an important item of export.

Sericulture. From of old China has been noted for the production of silk fabrics. Throughout the successive dynasties of Chinese history, the Imperial Court always gave strong encouragement to the rearing of silk-worms. In 1920 the export of silk and silk fabrics amounted to Hk. Tls. 67,486,000 and Hk. Tls. 40,814,000 respectively. The silk-producing provinces are Kiang-su, Che-kiang, Sze-chwan, and Kwang-tung, though silk is produced in nearly all the other provinces to some extent, *e.g.* tussur (or wild) silk in Manchuria and Shan-tung.

Stock Farming. Horses are raised extensively in Mongolia; but Sze-chwan horses are also noted, on account of their strong limbs which render them surefooted on the steep mountain roads. Asses come largely from Shen-si, Kan-su, and Chih-li; also from Shan-tung, Ho-nan, N. Sze-chwan, and W. Hu-peh; Mules are raised in Chih-li, Shan-tung, Shen-si, Kan-su, Shan-si, Ho-nan, Sze-chwan, and Hu-peh. Camels come mostly from Mongolia; but also from Kan-su and Shan-si. Sheep and goats are raised in Mongolia, as also in Chih-li, Shan-si, Shen-si, Kan-su, Shan-tung, Ho-nan, Sze-chwan, and Hu-nan. Cattle, pigs, chickens, and ducks are raised all over China. Horses, asses, mules, and camels are used as beasts of burden. Wool and camel and goat skins are made into rugs. The Chinese use the wool from sheep as a lining for winter clothing. Buffaloes are raised in S. China and used in cultivating paddy lands. Ducks are raised in large numbers on the canals of Che-kiang and Kiang-su, and of other S. China provinces.

Forestry. Through the reckless felling that has gone on for so many centuries, Chinese hills and mountains are bare of timber, what there is of vegetation consisting only of shrubs or of grass. The only exception to the rule is found in the case of the mountains running from An-hwei and Che-kiang as far as Kwei-chow in the W., traversing the S. portions of Kiang-si and Hu-nan. These are generally well covered with forests, and the timber from them is conveyed in the form of rafts by rivers, *e.g.* by the Min-kiang to Foochow, by the tributaries of the Yangtze to Hankow, Wu-hu, and Kiu-kiang, and by the Chien-tang-kiang to Hang-chow. The trees in these forests comprise cryptomeria, pine, camphor, oak, camellia, and bead-tree. But parts of these forests even are showing the effects of indiscriminate felling. Fuhkien Province, for instance,

which not many years ago was noted for its excellent timber, now produces but small knotty pieces. There is as yet scarcely anything being done in the way of reforestation, and the import of foreign timber is annually on the increase. In 1920 there was imported into China Hk. Tls. 11,297,000 worth of foreign wood (viz. hardwood, Hk. Tls. 2,130,800–37,729,900 sup. ft., softwood, Hk. Tls. 9,166,200–208,103,000 sup. ft.).

IV. Mining. The Chinese have worked mines from very early times. It is well known that as early as the time of Huang-Ti (2698 B.C.), they knew the use of copper, and in the times of Yao and Shun (2357–2255 B.C.), of gold, silver, lead, and iron besides. In the Chou Period (1122–249 B.C.) mining laws were in force. By this time mining had already become a science. In the Tang Period (618–919 A.D.), coal came to be used as fuel; and throughout later periods the mining industry made some progress. But the Chinese never learned to dig deep into the earth, and the industry, judged from the modern standpoint, never advanced much beyond a rudimentary stage. Of late these native methods of mining are becoming largely superseded by modern methods,—the iron-mine of Ta-yeh and the coal-mine of Ping-siang being conspicuous examples. The mines in China Proper, owned by Chinese and worked with modern machinery, are as follows:—

Provinces	Gold	Silver	Copper	Coal	Iron	Others	Total
Chih-li	32	12	2	47	1	1	95
Ho-nan	...	1	...	27	...	8	36
Shan-tung	10	10	...	27	7	16	70
An-hwei	...	...	...	8	...	...	8
Kiang-su	...	...	...	2	...	2	4
Shen-si	...	...	3	34	9	3	49
Kiang-si	...	...	...	14	...	3	17
Hu-peh	...	...	7	10	2	31	50
Hu-nan	...	...	...	3	...	7	10
Sze-chwan	1	...	3	1	...	...	5
Yün-nan	...	...	44	...	...	2	46
Kwei-chow	...	...	2	...	...	...	2
Total	43	23	61	173	19	73	392

Among mines under foreign management may be mentioned the Kai-lan Coal Mines of Chih-li (British—Kai-lan Mining Administration, see P. 15), Chiao-tso Coal Mine of Ho-nan (British firm—Fu Kung-szu), Po-shan and Fang-tzu (Sino-Japanese joint stock company),—the first-named of these being worked on a large scale. A somewhat reliable estimate of the annual coal production of China puts it at 10,000,000 tons.

V. Fishery, etc. Throughout the long coast line extending from Chih-li in the N. to Kwang-tung in the S., abundant fishery products are obtained, including all kinds of fish and shell-fish. In the Yang-tze flourish the famous mandarin fish (*Kuei-yü*). Carp are caught in all the rivers. Sea-ears from the Shantung coast, mandarin fish from

the Yangtze, and clams from the Fuhkien coast are considered great delicacies.



Street-vender of broiled potatoes

Salt Industry. Salt is a government monopoly. The government appoints a number of salt-merchants in a certain district, and no others are permitted to sell there; though in reality much salt is made and sold by stealth. The country is divided into 10 districts for the sale of 'Government' salt, *e.g.* Changlu salt to be sold in Chih-li, Shantung salt in the coast regions of Shan-tung, Hotung salt in Shan-si, Lianghwai salt in Kiang-su, Liangche salt in Che-kiang, Liangkwan salt in Kwang-tung and Kwang-si, Fuhkien salt in Fuh-kien, Kansu salt in Kan-su, Szechwan salt in Sze-chwan, Yünnan salt in Yün-nan. The determination of the number of salt-merchants, amount of output, tax, *etc.*, is left in the hands of each provincial government. The price of salt as it is delivered by the Government is not uniform throughout China. It differs in each district according to the amount of output and the quality of the particular salt sold there. For instance Fuh-kien and Chih-li produce a large amount of salt, and the price is $\frac{1}{10}$ – $\frac{2}{10}$ cents per *chin* (or catty). In Che-kiang, it is $\frac{3}{10}$ – $\frac{4}{10}$ cents, while in Kiang-su where superior salt is produced it is $\frac{8}{10}$ to 1 cent. The Szechwan salt, which comes from salt wells, costs 1–1.8 cents. In the hands of merchants, the prices rise so that they may gain a large profit, as well as owing to the cost of transportation;—for example, Changlu salt is sold in the market of Pao-ting at 2 cents per *chin* and at 2.5 cents in the market in Ho-nan, which is more distant from the neighbourhood of Tientsin where this kind of salt is manufactured.

Chapter XI. History of Arts in China.

I. *From the Yin to the Han Dynasty* (1766 B.C.—220 A.D.).

According to Chinese history we are told that the civilization of China began in the 3rd millenium before Christ, but whatever monuments there are of the arts and civilization of those ancient times date back only to the Yin (or *Shang*) Period (1765–1122 B.C.). As reminders of the civilization of that early dynasty, there are tortoise shells and animal bones bearing inscriptions, which were found some years ago buried underground in *An-yang-hsien* (the ancient capital of the Yin Dynasty), Ho-nan Province. These are, however, of little value as objects of art, though invaluable from the archæological point of view. All artistic activities of the Han (Chinese) race in these early days were confined to the making of bronze vessels, for which see P. CXXI.



The Shih-ku, or "Stone Drums"—p. 63

In the time of the Chou Dynasty (1122–249 B.C.), China reached a high state of civilization, and it is on record that in the Imperial Government there was a functionary who had charge of the painting of Imperial robes, banners, and doors of palace gateways: the objects depicted being the sun, moon, stars, and animals. As monuments of this period there are 10 'Stone drums,' now preserved in the Temple of Confucius (see P. 63), Peking. These so-called 'drums' are not real drums, but are fashioned out of stone into a drum-like shape; they are about 3 ft. thick, inscribed with poems in praise of the virtues of a contemporary Emperor, believed to have been Hsüan-wang (827–782 B.C.).

From the latter part of the Chou Period dates the so-called 'Period of Civil Wars,' due to the decline of Imperial authority and the rise to actual independence of many powerful feudal princes. Now began an epoch of great intellectual activity, in which sages, sophists, and philosophers took part, each upholding his own views

of conduct and of government. Intellectually this is perhaps the most glorious period of Chinese history, and in the records of the period are mentioned for the first time the names of painters.

The Emperor Shih-huang-Ti of the Chin Dynasty (221-210 B.C.), who put a stop to the civil wars by unifying the Empire under his personal rule, in the course of an extended tour throughout the realm, set up at various spots stone monuments recording the merits of his rule. Of these, the one set up on *Tai-shan* (one of the 'Five Sacred Mountains'), where the Emperor constructed an altar and worshipped God, remains to this day, being preserved at *Tai-shan-miao* (the temple at the foot of the mountain). The inscription, however, is largely defaced, only 10 ideographs remaining tolerably legible. But the greatest monument of the period is the Great Wall (see P. 10). Yet it is almost impossible to distinguish the original wall, owing to the repeated repairs and extensions made by later emperors.

The celebrated Emperor Wu-Ti (140-87 B.C.) of the Western Han Dynasty greatly extended the Western frontiers of his dominions, opening communication with the countries of Central Asia. It should be remembered that this was some two centuries after the conquest of Bactria by Alexander the Great, and the arts of Western Asia, which had already been influenced by Greek art, now began to enter China, preparing the way for the reception somewhat later of Buddhism and Indian arts.

The Emperor Ming-ti (58-75 A.D.) of the Eastern Han Dynasty was a great lover of painting, and appointed an official at court to have special charge of matters relating to painting. The palace was decorated with paintings of heroes and events in history. The Emperor dispatched an embassy to India for the purpose of bringing to China images, sutras, and priests, and built *Pai-ma-szu* (67 A.D.) in Lo-yang (modern Ho-nan City), Ho-nan Province (see P. LXIII). This was the first Buddhist temple of China. At this time King Kani Shika reigned in North-Western India, when there arose what is known as the arts of Gandhara. And as Bactria lay on the route of the overland journey to India, there were introduced at this time not only the arts of N.W. India, but also of Bactria, in both cases already strongly influenced by the Greek arts. Indeed in the latter case the kind of art peculiar to Bactria is known by the name of Græco-Bactrian. It was under the influence of these new religious arts from Western Asia and N. W. India that several centuries later there commenced those great artistic activities of the Sui and Tang Periods which have made Chinese art history memorable.

Throughout the W. and E. Han Periods it was customary for the emperors to adorn the great halls of the palace with portraits of warriors and statesmen of the time, or of ancient sages, as well as of images of the gods. These were in the nature of a primitive kind of fresco,—the walls, first whitewashed with chalk, being painted in colours. We may obtain some idea of these paintings from those

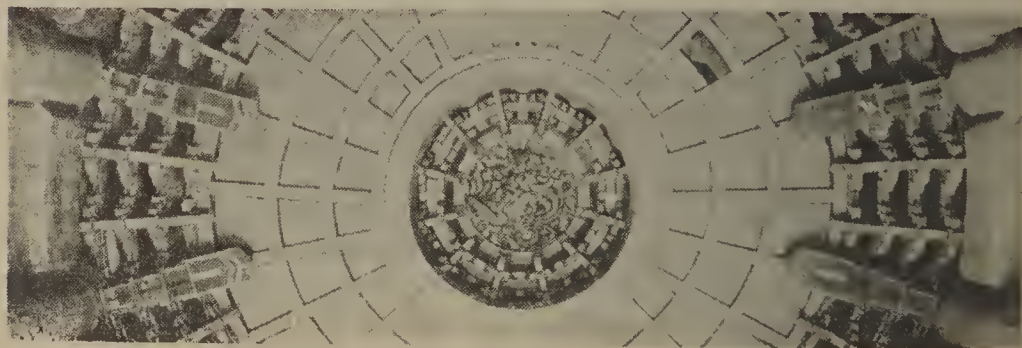


A stone pedestal on the Marble Pagoda, Pi-yun-szu— p. 72

on the stone walls of mortuary shrines, found in Shantung Province. These shrines stand (or stood) in front of tombs (of the nobility), and on their stone walls appear various pictures in relief. Two of these ancient shrines yet remain—one at *Hsiao-tang-shan*, in Hsiao-li-pu, Fei-chêng-hsien (10 m. S. of Wan-teh Station of the Tientsin-Pukow Railway), and another called *Wu-liang-tzu* (or 'Tomb of Wu-liang') at Wu-ti-shan, in Chia-hsiang-hsien (32 m. S. of Yen-chow-fu, on the Tientsin-Pukow Line), both places in Shantung Province. The shrine at Hsiao-tang-shan is in an excellent state of preservation. From this may be obtained a most accurate idea of the architecture, carvings, and paintings of the Han Period. This shrine, though built of stone, is in imitation of a wooden building, so that it conveys a good idea of the way a wooden building of the time was constructed. The columns of stone, which support the beams over which are laid the tile-covered roofs, consist each of base, shaft, and capital, being in the style called *trabeated*. The Chinese learned to build arches later on, as they became skilful in handling bricks. The representations on the face of the limestone walls of the above-mentioned mortuary shrines are either mere lines indicating the figures, or reliefs showing the things depicted, the rest of the surface being chiselled off. In some cases the figures are made to stand on layers. The subjects of the paintings are the ancient sages, mythical personages, notable events in history, the chief events in the life of the person buried in the tomb, dragons, tigers, fish, birds, or horses. There are also found inscribed geometrical figures, or pictures of tiger-hunting, war, dancing, and banquets. Horses and other animals are particularly well delineated. From these pictures some idea may also be gained of the household utensils and costumes of the period. *Wu-liang-tzu* has a pair of stone pillars, serving as the gateway before the shrine, and in front of these stand a pair of stone lions of very fine workmanship. These lions are the only samples of sculptured figures extant. As to the dates of these shrines, it seems quite safe to ascribe *Wu-liang-tzu* to 147 A.D. and the shrine at *Hsiao-tang-shan* to some time in the 1st century. The presence of stone lions shows indubitably the influence

exerted by the arts of Western Asia. Besides these pictures of the two shrines, there are a great many similar stone-pictures in other parts of Shan-tung.

II. *From the Time of the Three Kingdoms to the South and North Dynasties Period* (221-589 A.D.). After the break-up of the E. Han Dynasty, the empire was divided into the three kingdoms of Wei, Shu, and Wu, each claiming the Imperial title, but none succeeding in ruling the whole land of China (221-265). The unification was effected by the W. Chin 晉 Dynasty (265-316), but the Chin rulers soon found themselves unable to protect the empire from the inroads of northern barbarians, and the seat of the empire was removed to the S. of the Yangtze, the dynasty being henceforth known as the E. Chin (317-420). After the overthrow of this dynasty, there arose in South China the four short dynasties of Sung (420-479), Chi (479-502), Liang (502-557), and Chên (557-589) in succession; while from a little before this time there succeeded one another in the N. the three dynasties of N. Wei (386-534), E. Wei (534-549), W. Wei (535-556), N. Chi (550-577), and N. Chou (557-589). This period of divided rule is known in history as the S. and N. Dynasties Period. This was a time of great turmoil, when various barbarian tribes established themselves to the S. and N. of the Huang-ho and were indirectly instrumental in introducing the arts of Western India (known as *Gandhara Arts*) and of Persia (known as *Sassanian Arts*). These new arts from the W. formed later a potent factor, as already stated, in giving rise to the glorious artistic activities of the Sui and Tang Periods.



Decorated ceiling (part) in Chi-nien-tien, Temple of Heaven

In the periods of which we are speaking, Chinese painting made much progress; there arose many great painters and their subjects became greatly diversified in kind and scope. In addition to the painting of heroes, statesmen, princes, and also of animals, which practically exhausted the subjects for painters of the Han Period, there now came into fashion the painting of Buddha and Saints, of landscapes, and of flowers and birds. But the deepest interest of painters was concentrated on religious and secular portraits. Of the celebrated masters of this period, the three names of *Ku Kai-chih* 顧愷之 of Eastern Chin (1st half of 5th century), *Lu Tan-wei* 陸探微

of Sung (middle of 5th century), and *Chang Sêng-yu* 張僧繇 of Liang (1st half of 6th century) may be taken as representative. These three, together with *Wu Tao-tzu* 吳道子 who appeared in the Tang

Period (*i.e.* early half of 8th century), came to be known later as the 'Four Masters of the Early Period,' (the 'Later Period' commencing with the Sung Dynasty).

In this period the art of calligraphy reached a very high degree of excellence. Indeed there now appeared *Wang Hsi-chih* 王羲之, who as a calligrapher is regarded as superior to any earlier or later artist. Progress in the art of calligraphy meant progress in the brush-method, that is the process of using the brush so that the ideographs executed gave evidence of the refinement, elegance, nobility, and strength existing in the personality of the writer himself. In fact the art of calligraphy came to be regarded as the twin sister of painting, and some critics of



Colossal images of Buddha, Yun-kang—p. 89

the time even advanced the opinion that calligraphy and painting constituted not two separate arts, but together formed one art. Among the influential critics of the time may be mentioned the names of Ku Kai-chih (already mentioned) and *Hsieh Ho* 謝赫 of the State of Chi (one of the Southern Dynasties).

The painters already named all belong to Southern Dynasties. Of the Northern Dynasties *Tsao Chung-ta* 曹仲達 of North Chi is the only name worthy of mention. While in painting North China was far behind South China, in sculpture and architecture there remain to this day monuments showing the high state of skill reached by the men of the N. in these times. We refer to 'Stone Cave Temples,' at *Yün-kang*, in Ta-tung-fu, Shansi Province; and other 'Cave Temples' at *Lung-mèn*, in Lo-yang (see P. 148), Honan Province. All these temples belong to the North Wei Period. The North Wei was a barbarian dynasty which first made Ta-tung-

fu its seat in 398, and next Lo-yang in 493. The rulers of this state kept up intimate intercourse with the Buddhist countries of Central Asia and built many large temples, of which the cave temples already mentioned form a part. The temples at Yün-kang, Ta-tung-fu, were commenced at the beginning of the 5th century and completed early in the next century, and the others at Lung-mên, Lo-yang, were constructed in the 6th century, being commenced after the removal of the capital to that city. At Lung-men are many other temples, several of which were constructed later than the Northern Wei Period, mostly in the Tang Period. These temples stand on hillsides, being carved out of a huge natural rock, and several of them standing in a row. A temple at Yün-kang contains a huge Buddha image, 36 ft. high. The sculptures in these temples consist mostly of Buddhist images, but at one place there is a carving of a royal procession, presumably of the monarch who built the temple. At another place is the representation of a temple built of wood, from which may be learned the method of construction prevailing in the period. That style of wooden construction is in principle identical with the Chinese style which prevailed in the Han Period, though much advanced in method. On the other hand, the very fact that so many cave temples were built affords evidence of the powerful influence exerted by India. In the style of Buddhist images and the kind of ornamental designs (*e.g.* honeysuckles) and the presence of capitals peculiar to the Ionian and the Corinthian Style, we may trace also the influence of the Gandhara as well as of the Græco-Bactrian Style. The North Wei rulers kept up a most intimate intercourse with Khotan, of all the countries of Central Asia, and as Khotan owed its civilization to the influence of Gandhara (in N.W. India) and Kashmir, we can well understand there being such clear evidence of the influence of N.W. India on the arts of N. China at this period.



General view of the Cave Temples, Lung-men—p. 148

North Wei also communicated with Persia, and the arts of the Sassanian Style also would seem to have had some share in the development of art in N. China. On the other hand, it is interesting to note that the style of art of the N. Wei Period is essentially the same in principle with the style of religious art prevailing at the time in Korea and somewhat later in Japan.



Buddha Images carved out of the native rock, Lung-men

In studying the architectural monuments of this period we note a certain difference, a progress, in style and method between the earlier time when Ta-tung-fu was the capital and the later time after the removal of the capital to Lo-yang. In the former portion of the period, the rulers of the N. Wei were strangers to Chinese civilization, but had a strong sympathy with the civilization of Central Asia; hence, in the architecture and sculpture of the time the influence of Central Asian civilization predominated. But after the removal of the capital to Lo-yang, itself a classical seat of Chinese civilization, the Chinese influence came to overshadow the artistic ideas of the West. Evidently the rulers themselves became apt pupils of the civilization of the land they began to rule. It may be stated in passing that besides the cave temples there are in various parts of China some stone monuments and relief-carvings which date back to the N. Wei times.

In South China there were also temple buildings showing the influence of Central Asia which had evidently come in by way of N. China and of India through the sea route. But none of these buildings, which were of wood, remain to give evidence of their glorious designs. There is, however, a stone pillar (12 m. N.W. of Nan-king), which originally served as a guide-post to the tomb of Hsiao-

ching, Minister of Liang (died 523). This pillar, ornamented with flutings and designs of honeysuckle and dragons, is 16 ft. high and surmounted by a stone lion. The ornamentation shows the influence of Central Asia, while the column itself strongly reminds us of a *stupa*, of which so many are said to have been set up by King Asoka of India. Near the pillar is a winged stone lion, half buried in the earth. The winged lion is apparently a reminder of the Persian influence. From these evidences of Central Asian and Indian influences on an architecture not strictly Buddhist and religious, we can well imagine how powerful must have been those foreign influences on China's artistic activities in this period.

III. *Arts under the Sui (589-618 A.D.) and Tang Dynasties (618-919 A.D.)*. China, divided under the South and North Dynasties and kept in a constant state of civil war, was at last united and pacified by the rise of the house of Sui, which was, however, soon replaced by the powerful Tang Dynasty. The art of the Sui Period may be regarded as the continuation of the art of the South and North Dynasties, being at the same time the forerunner of the glorious art of the Tang Period.

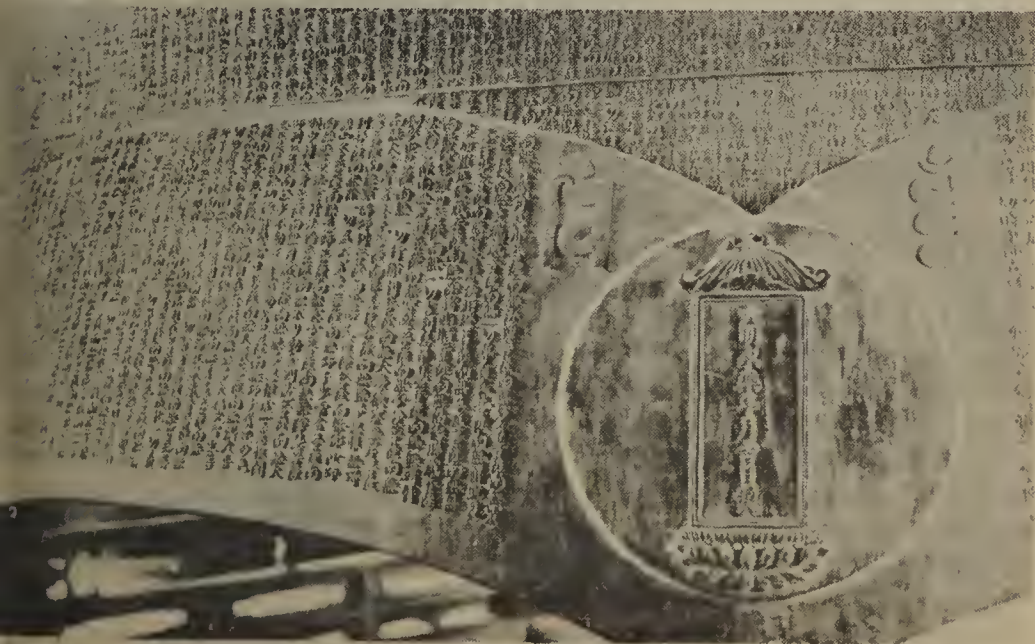
Of the sculptures and carvings of the Sui Period there remain several monuments in Shantung Province. The most important of these are the cave-temples on *Yün-mên-shan* and *To-shan*, the two hills facing each other, in Ching-chou-fu (see P. 167). As in the case of the North Wei Period, the images in these cave-temples are placed in niches, countless numbers of which, both large and small are found on the rocky walls of the temples. Some of these niches are as high as 15 ft., and all belong to a time between 596 and 599. As a rule the style of sculpture is the same as in the works of the North Wei Period, but a growing tendency is apparent of a change from the simplicity and robustness of the earlier time to the elegance and grace of the Tang Period—the change being particularly apparent in the case of the works at *To-shan*. Surrounding the images are temple structures carved out of the rock, in imitation of wooden temples, so that from them may be obtained some ideas as to the development in detail of the method of construction in general.

In painting, *Chêng Fa-shih* 鄭法士 and *Yang Chi-tan* 楊契丹 are the representative names of the Sui Period; they painted frescoes on the walls of temples. *Chan Tzu-chien* 展子虔, another celebrated painter, chose landscapes for his subjects. It is also on record that there flourished at this time in China a painter from Khotan (one of the Central Asian States), by the name of *Wei-chih Po-chih-na* 尉遲跋質那, who painted Buddhist images in the style of his native land. We can well suppose that the Western influence on the painting of religious portraits, already so strong in the past, was further strengthened in this epoch.

In the Tang Period the civilization of the Han race reached the zenith of its splendour. Intercourse was now maintained not only with Persia and Arabia, but also with the Byzantine Empire. There were introduced into China Christianity in the form of Nes-

torianism, as well as Zoroastrianism, Manichæism, and Mohammedanism. There sprang up in Si-an, the seat of government of the Tang Dynasty, churches and temples of these newly introduced religions. That Nestorian Christianity gained a widespread influence at this time may be judged from inscriptions on a monument set up in 782 A.D. in Si-an and dug out of the ground in modern times. On the other hand, Buddhism became more firmly established than ever. Chinese priests visited India. Indian missionaries came to China bringing Esoteric Buddhism. All these various religions introduced arts peculiar to their own, which, being merged with the arts proper to China, brought forth the arts and civilization of the classical Tang Epoch.

The making of cave-temples at Lung-mên, Ho-nan Province, was commenced in the latter half of the Wei Period and kept up till the close of the Tang Period. These temples stand on the sides of two hills facing each other, with the River *I-shui* between. The temples belonging to the Wei Period are mostly on the western hillside, while those on the eastern hillside belong to the Tang Period. Among the latter, those belonging to the latter half of the 7th century are works of great excellence, for this was the time of the greatest splendour of the Tang Dynasty. The huge Buddha on the western hillside belongs to the reign of Emperor Kao-tsung (650-683 A.D.) and is 85 ft. high. On its sides are the two deva kings and the four heavenly kings. Si-an (210 m. from Honan City, see P. 150), the capital of Shensi Province, boasts some monuments of the Tang Period. As the more important of these monuments we must mention the pagodas of *Tzu-ên-szu* 慈恩寺 and *Chien-fu-szu* 薦福寺, both Buddhist temples. Of these two pagodas, the one at Tzu-ên-szu is



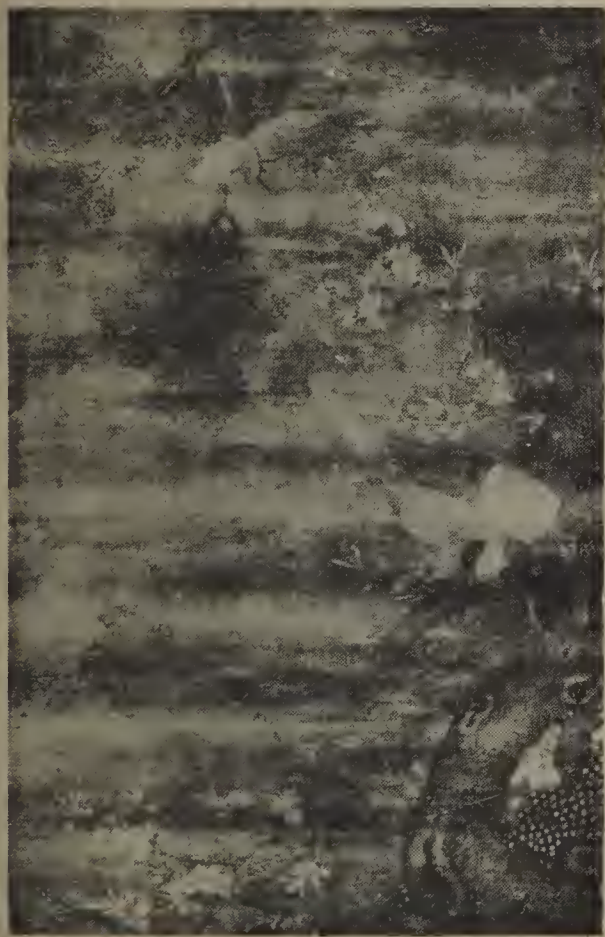
Inscriptions on the Large Bell of Ta-chung-szu Temple —p. 69

the most splendid, being 7 stories high and dating back to about 650 A.D. In sculpture the stone images of Buddha placed in niches on the walls of *Pao-ching-szu* 寶慶寺 are works of great merit. Of the wood-carvings of this period, none remain in China, the only examples being found in Japan; namely, a tiny shrine, about a foot high, containing several images of Buddha,—both the shrine and images are believed to have been taken over from China (in 806 A.D.) by the famous Japanese priest *Kū-kai* 空海, otherwise known as *Kōbō-Dai-shi* 弘法大師,—and the five images of *Kokūzō-Bosatsu* (Sanskrit, Akāsha Bōdhisattva), each 3 ft. high, brought over from China by the priest *Ye-un* 慧運 in 847 A.D.

In painting, religious portraits formed a subject of absorbing interest among artists. In the reign of Emperor Tai-tsung (627–649) there flourished *Wei-chih I-sêng* 尉遲乙僧, son of Wei-chih Po-chih-na (already mentioned), who painted Buddhist portraits and flowers, after the style introduced by his father. His contemporary *Yen Li-pên* 閔立本 painted both religious and secular portraits. In the reign of Emperor Hsüan-tsung (713–755 A.D.) there flourished *Wu Tao-tzu* 吳道子, the most famous master of religious painting in China. Wu Tao-tzu originated the method of painting religious portraits with an outline in ink, which was subsequently filled in with light colours, a style quite different from that hitherto prevailing of painting in thick colours, without an ink sketch. Thus this great master gave a decidedly Chinese trend to the style of painting dominated by West Asian influence. Another celebrated master and contemporary of Wu Tao-tzu was *Yang Ting-kuang* 楊庭光, who also painted religious portraits. Some samples of the religious paintings of the Tang Period are found among the paintings recently dug up in Sinkiang and Kan-su, N.W. provinces. But the best and most precious samples of painting are in Japan, namely the portraits of the five founders of the Shin-gon Sect of Esoteric Buddhism, which were brought over by the Japanese priest *Kū-kai*. These portraits, painted by *Li Chên* 李真 (end of the 8th century), are most excellent and afford an insight into the high state of the art of that period.

The secular arts also flourished side by side with the religious. In the environs of Si-an are many Imperial tombs, and in the cemeteries are found stone figures of men, horses, lions, camels, and ostriches, as well as stone monuments bearing inscriptions,—all of excellent workmanship. Of these, the tomb of Emperor Tai-tsung, which is known as *Chao-ling*, is on a very large scale, having more stone images and monuments than any other tomb. Among the stone images six horses done in high relief are exceedingly realistic and celebrated. After looking at these stone horses, one cannot fail to think of the paintings of horses by *Han Kan* 韓幹 (who flourished in the middle of the 8th century), which were said to have been highly realistic. But unfortunately none of them remain. Of the names of sculptors of this period only a few are remembered, *viz.* *Yang Hui-chih* 楊惠之, a friend of Wu Tao-tzu, who mostly carved statues.

In landscape painting, there appeared two great and representative figures in the persons of *Li Szu-hsün* 李思訓 (651-716 A.D.) and *Wang Wei* 王維, also called *Wang Mo-chi* 王摩詰 (699-759 A.D.). Li Szu-hsün was, at the beginning of his career, a follower of the



Ancient Kakemono—flowers and birds,
by Lu Chi—p.CXVI

style of Chan Tzu-chien of the Sui Period, and produced minutely painted, heavily-coloured pictures, sometimes with the addition of gold paint. As he was a member of the Imperial family of Tang, his painting was marked by aristocratic features, *i.e.* splendour and richness of colour. Wang Wei, on the other hand, after an official career in the first part of his life, passed the remainder in retirement, leading the life of a recluse. He was moreover a great poet. He tried to paint the poetical side of nature, rather than its realistic features. If in the matter of technique the two painters did not greatly differ, on the fundamental principles of art they stood wide apart. This difference

in principle was doubtless reflected in their productions, and later generations came to regard them as founders of two rival schools, namely, Li Szu-hsün of the 'Northern School' and Wang Wei of the 'Southern School.' Besides these two, Wu Tao-tzu (already mentioned) was also celebrated as a landscape painter. He was fond of depicting with a powerful brush the precipitous mountains of Shu (Szechwan Province).

The most celebrated painters of flowers and birds in this period were *Pien Lan* 邊鸞 (latter half of 8th century) and *Tiao Kuang-yin* 刁光胤 (latter half of 9th century). These and others specialising in the same things painted flowers and birds on the walls of temples, side by side with religious portraits and scenery.

The painting of contemporary costumes and portraits was also much in vogue. *Chou Fang* 周昉 made a specialty of painting figures of beautiful women.

The rise of the *Mo-hua* or 'Indian-ink Painting' was a noteworthy event. This was due largely to a high development in the art of calligraphy in the South and North Dynasties Period, from which both calligraphists and painters began to take a very great interest in the effect of brush and ink (Chinese). The idea, now become current, that calligraphy and painting were in principle essentially one, led to the application of the brush method of calligraphy in making sketches of nature or portraits. Wu Tao-tzu led the way in this new departure by employing strong, clear lines with brush and ink in the painting of nature and religious figures. An effort was even made to depend entirely on the use of brush and ink and to eliminate colours altogether. A fashionable subject of ink sketches in the Tang Period was the painting of pines and rocks. *Pi Hung* 畢宏, *Wei Yen* 韋偃, and *Wang Mo* 王默 (all in the 8th century) were well known for making sketches of this kind. This powerful movement of painting with brush and ink finally gave rise to the glorious *Mo-hua* paintings of the Sung Period.

Chinese architecture and sculpture reached the zenith of skill and excellence in the Tang Period, entering on a stage of decadence with the opening of the Sung Period. In painting alone a path remained for further progress, its development to be completed in the following Sung and Yüan Periods.

IV. *Art in the Times of the Five Dynasties and of the Sung Dynasty* (907-1279 A.D.). The Five Dynasties (907-960 A.D.) comprise the short dynasties of Posterior Liang, Posterior Tang, Posterior Chin, Posterior Han, and Posterior Chou, which followed one another in rapid succession during the period of 53 years intervening between the two great dynasties of Tang and Sung. Side by side with the five, there existed various other smaller states which maintained an independent existence, *e.g.* Shu 蜀 (891-965), Southern Tang (937-975), Wu-yüeh (926-971), *etc.*,—10 states in all. The Five Dynasties were succeeded by the Sung Dynasty, consisting of the Northern Sung (960-1127) and the Southern Sung (1127-1279).

The period of the Five Dynasties was a time of warfare and disturbance all over China. But, singularly enough, literature and arts not only did not die out, but rather received encouragement from the petty sovereigns of the numerous states, who affected royalty. For in the courts of these princes took refuge the artists and literati who suffered from the ravages of war. Thus the arts of the Tang Period were saved from extinction, and the way was paved for their great development in the Sung Period.

Under the Sung Dynasty the intellectual activities of the Han race apparently reached their climax. The Chinese, who in the great Tang Period had attained an unprecedented height of material prosperity, as well as of intellectual effort in poetry and prose, now entered on a course of self-reflection, subjectivism becoming a marked feature of their studies in arts and literature. This important trend in intellectual tendencies was caused chiefly by the influence of Buddhism in the form of Dhyâna discipline, which made medita-

tion, reflection, and subjective thinking the chief means of attaining enlightenment. Under the same influence Confucianism came to assume a new aspect, the system as it was reconstructed by the scholars of this period being based on a system of psycho-cosmic philosophy (see p. LXXIV, under Chinese Literature). This new philosophy also greatly influenced the contemporary art, giving rise to art criticism and the development of the *Mo-hua*, or 'Indian-ink Painting'—black being the only colour employed. Long before this period there had indeed been scholars who made critical observations on matters of art. For instance *Hsieh Ho* 謝赫 in the 5th century pointed out that the great aim of painting should be to give expression to *Chi-yün* or the life and power immanent in the animate objects depicted. But criticism, under the influence of the new subjective philosophy of the Sung Period, took a fresh turn. *Kuo Jo-hsü* 郭若虛 (in the Northern Sung Period) interpreted *Chi-yün* in a subjective way and pointed out that in the case of all kinds of painting, whether of animate or inanimate objects, the *Chi-yün* apparent in them was the personality of the painter. He said that an artist of noble character was sure to impress his personality on his production, and that no skill in the technique alone could ever confer the refinement and grace which *Chi-yün* implied. He finally came to a bold conclusion that in true art there was no need of technique. This idea finally gave rise to what has come to be known as the *Wên-jên-hua* or 'Literati Painting,' a sort of amateur painting by literary men, in which in some of its exaggerated forms all kinds of technique are purposely dispensed with.

Su Shih 蘇軾, also known as *Su Tung-po* 蘇東坡 (1036-1101), a great poet and essayist, and *Huang Ting-chien* 黃庭堅, also called *Huang Shan-ku* 黃山谷 (1045-1105), likewise a celebrated literary man, both made critical observations on painting. They both held the opinion that the object of painting was not to make a sketch of the external appearance of things, but to give intimation of the life and power immanent in nature. This kind of subjectivism in the criticism of art must have greatly aided the development of the *Mo-hua* School of painting.

With the progress in the skilful use of brush and ink, it came to be seen that the strokes of a brush, with either a thick or a thin ink, may be made to give expression to the life immanent in the object depicted as well as to its external form. Now arose a school which, by using a brush having stiff hairs, aimed at reproducing on the face of silk, or paper, the fierce and grand side of nature. The *Mo-hua* Style existed, of course, in the Tang Period, but in the Sung Period it came to receive supreme attention, there being shown an intense interest in the varied effects produced by the skilful use of the brush, and in particular of the tones of thick and light ink. According to the painters of this school, the object of painting is not to reproduce the surface view of nature in all its different colours and in all its complexity, but to simplify the complex view of nature and to 'reduce' it to a form whereby its whole view may be taken in

at a glance. In other words, they tried to reduce the number of brush lines as much as possible, in order that the essence of a thing, its immanent idea, might be made the more apparent. Thus arose what came to be called the 'Method of Reducing Brush Strokes.' On the other hand the development of the Mo-hua Painting was stimulated by the Dhyâna discipline. This form of Buddhism discards on principle all kinds of formalism, and unlike other forms of Buddhism or other religions the Dhyana discipline is not inclined to employ religious paintings as a means to its propagation. There is therefore no point of contact between the Dhyâna doctrine and the ordinary painting in colours. But the Mo-hua painting, with its Brush-strokes-reducing Method and its insistence on suggesting ideas, has many points of contact with the direct and intuitional method of the Dhyâna discipline, and there is no room for doubt that the idealism of the former is traceable to the influence of the subjectivism of the latter.

On the other hand we must remember that side by side with the growth of the Mo-hua Painting, there flourished the older painting in many colours, particularly in the court circles. The method of painting in colours was especially applied in sketching flowers and birds, many minute and delicate strokes as well as tints and colours being freely employed in depicting the complex appearance of nature. There arose many celebrated painters during the period of which we are speaking, who carried the art to a high state of perfection.

Thus far for a general description. We will now try to give some facts. The kings of Shu and Southern Tang States were generous patrons of painters and connected with the court of the Southern Tang Dynasty was a royal academy of painting. The emperors of the Sung Dynasty were also lovers and patrons of art and maintained an academy in connection with the court, where painters were supported at the public expense. The Emperor *Tai-tsu* (960-976), the founder of the Dynasty, carried out repairs and expansions of the palace in the capital *Lo-yang* (modern Ho-nan-fu) on an extensive scale and gathered together for the work famous architects, sculptors, and painters from all over the empire. His successor, the Emperor *Tai-tsung* (976-997), as well as many other emperors of the line, collected old paintings, *Hui-tsung* (1100-1126) being conspicuous as a patron of art. He established a school of painting. In the Imperial Academy connected with the Court he maintained famous painters at the government expense. In the court gardens were kept rare birds and plants from foreign lands to serve as objects for the artists to sketch. From this time on, the institution of the Academy was kept up till almost the end of the Sung Dynasty.

We must not fail to note the great influence which Buddhism has had in the development of Chinese art. Among the emperors and kings of the Five Dynasties Period, many were zealous followers of Buddha. For instance, in 960 A.D. the king of Wu-Yüeh distributed after the example of King Asoka of India throughout his dominions 84,000 *Stupa* (diminutive pagodas bearing Sutra inscriptions)

made of an alloy of copper and iron, and some of these remain to this day. During the Sung Period large and splendid temples were erected by successive emperors, and the priests returning from visits to India were instrumental in introducing many features of Indian art. Among the temples of this period still remaining may be mentioned *Kai-yüan-szu* 開元寺 in Ting-chou, Chih-li Province (see P. 97). The religious painting of the time exhibited in an increasing degree a tendency to free itself from the influence of Indian models and cast off foreign elements. In the Five Dynasties Period flourished the priest *Kuan-hsiu* 貫休 (also called *Chan-yüeh-Ta-shih* 禪月大師), who was patronized by the king of *Shu*, and who was celebrated for painting the *Arhats* or Buddha's Immediate Disciples. His arhats all had Indian faces, portrayed in the Chinese sketch style, in a form exaggerated and grotesque. This became later known as the Chan-yüeh Style. Under the Sung Dynasty flourished *Li Kung-lin* 李公麟, also known as *Li Lung-mien* 李龍眠 (born about 1050), who was said to be the greatest painter after *Wu Tao-tzu* 吳道子 of the Tang period. He painted both Buddhist portraits and historical subjects. His *arhats* differ greatly from those of Chan-yüeh, being more human and realistic—more Chinese. This later came to be known as the Li Lung-mien Style and completed the naturalization of Buddhist image pictures, which even in the Tang Period had still preserved many Indian elements.

The painters employing the Brush-strokes-reducing Method have also made notable attempts at painting religious portraits. The greatest name among them is *Liang Kai* 梁楷 (about 1200) of the Southern Sung Period. The subjects for painting were chosen from the biographies of earlier Chinese priests, and the portraits came to be very highly appreciated among followers of the Dhyâna discipline. Indeed among the priests of the time there were not a few who took up the brush themselves, making some notable productions. It must be mentioned that these paintings, though called religious, are in no way different from ordinary portraits, except that the subjects depicted are portrayed in priestly garb. At the same time there were other artists who, using brush and Indian ink alone, but without going to the extreme of the Brush-strokes-reducing Method, painted in quite a realistic way the image of the goddess Kuan-yin, which came to be very highly appreciated by members of the Dhyâna Sect. Some of these productions from the brushes of celebrated masters still remain, though in no case is the name of the painter preserved. We know, however, that the priest *Fa-chang* 法常 (about 1270), also known as *Mu-hsi* 牧溪, was the most celebrated portrait painter of this school.

In paintings other than religious, Li Lung-mien already mentioned stands pre-eminent. There were also artists who made a specialty of painting in brilliant colours the portraits of court ladies and sketches of the life of the nobility. *Chou Wên-chü* 周文矩 of the Southern Tang State was celebrated as such a painter, following the style of *Chou Fang* 周昉 of the Tang Period. *Su Han-chên*

蘇漢臣 (about 1120) of the Northern Sung Period made a specialty of painting the children of the nobility.

In painting natural scenery great progress may be noted, as compared with the preceding Tang Period. *Ching Hao* 荆浩 and *Kuan Tung* 關同 were equally famous in this line and stood pre-eminent among their contemporaries under the Posterior Liang



Image of Kuan-yin, Lung-hsing-szu
Temple, Cheng-ting-fu.

Dynasty. *Ching Hao* gave a dominant tone to the scenery paintings of the Sung Period, in respect to ink colours and the spirited use of the brush; *Kuan Tung*, who was a disciple of *Ching Hao*, greatly developed scenery painting in general, beginning with the painting of pines and rocks prevalent in the Tang Period. *Tung Yüan* 董源 (also called *Tung Pei-Yüan* 董北苑), of the Southern Tang State, was also a famous artist who particularly excelled in depicting in thin ink and light colours the characteristic natural scenes of South China—a dim, vapory atmosphere, a stormy scene, or a landscape covered by mist or cloud. *Tung Yüan* emphasized the value of tone in ink, while the other two laid much greater stress on the skilful use of the brush. A well-known disciple of *Tung Yüan* was the priest *Chü-jan* 巨然. These four are the prominent

names in the early part of the period with which we are dealing, and as a matter of fact *Ching Hao* and *Kuan Tung* came to be regarded as the real founders of the 'Northern School of Painting,' and *Tung Yüan* and *Chü-jan* the founders of the 'Southern School.' Although many writers trace the later differences in the Northern and Southern Schools to *Li Szu-hsiün* 李思訓 and *Wang Wei* 王維 of the Tang Period, yet in their case the difference in method and style is not sharp enough to entitle them (as some critics claim) to be considered founders of different schools. The separate designations of Northern and Southern Schools, indeed, were only applied in the Ming Period.

Other prominent names following those above mentioned are *Li Chêng* 李成, also called *Li Ying-chiu* 李營丘 (died 967), and *Fan Kuan* 范寬 (died about 1030), both belonging to the Northern School. *Li*

Chêng was particularly skilful in depicting Autumn forests, his paintings being considered unrivalled by those of either previous or later artists. Fan Kuan studied under both Ching Hao and Li Chêng, and his productions are noted on account of their simplicity of execution. Concerning Li Chêng, Fan Kuan, and Tung Yüan, the three famous painters of mountains, an ancient critic has said that Li painted the 'shape,' Fan the inner 'bones,' and Tung the 'mood' of mountains. Other names belonging to the Northern School are *Kao Kê-ming* 高克明 (about 1010) and *Kuo Hsi* 郭熙 (about 1050). The latter was fond of choosing for his subject either a wild, precipitous mountain or tall pines and other huge trees. He has also left some notable sayings concerning the paintings of nature. His contemporary *Sung Ti* 宋迪 is known as one who for the first time painted the "Eight Views of the Rivers Siao and Siang." *Wang Shên* 王詵 (otherwise called *Wang Chin-ching* 王晉卿), another contemporary belonging also to the Northern School, took as models for his productions the paintings of nature in colours by Li Szu-hsün of the Tang Period. The style of painting, which later came to be designated by the name of the Northern School, gained much in prestige by the rise of these many masters, and more especially after Kuo Hsi became a member of the Academy. Thenceforward this style monopolized all the paintings of nature made by members of the Academy. Among painters who became known as members of the Academy are the 'Four Masters of the Southern Sung Period,' viz. *Li Tang* 李唐 (about 1130), *Liu Sung-nien* 劉松年 (about 1180), *Ma Yüan* 馬遠, and *Hsia Kuei* 夏珪 (both about 1200). In the Academy were several members of the family of Ma Yüan. Many of the productions of these masters still remain showing vividly the powerful strokes of the brush in depicting mountains, from the sides of which rise huge trees, with some houses and human figures beside them. While the earlier masters of the Northern School used colours freely, these four began using them as sparingly as possible, in order thus to show off to better effect their powerful brush-strokes. They indeed worked hard to portray the strength and power of nature, and neither before nor since did their distinctive style reach the height it attained in the time of these four masters. Its weak side, however, became at last only too manifest through their servile imitators. For these carried the distinctive feature—powerful strokes of the brush—to extremes, even neglecting the real features of nature itself. Their productions are spoken of by their rivals of the Southern School as the 'work of artisans, rather than of artists.'

While the Northern School was thus all-powerful, enjoying the favour of the Court and of the learned, the Southern School, or rather the style known later as the Southern School, was slow in gaining prestige. *Liu Tao-shih* 劉道士, a fellow pupil with Chü-jan of Tung Yüan, was a well-known painter of this school. These three were succeeded by *Mi Fei* 米芾 (or *Mi Yüan-chang* 米元章; 1051-1107) and his son *Mi Yu-jên* (or *Mi Yüan-hui* 米元暉; 1086-1165); the former, a very eccentric man, being even better known

as a calligrapher. These two men, while following in the main the method and style of Tung Yüan and Chü-jan, laid particular emphasis on the effect to be derived from shadings in ink colour and loved to paint mountains in S. China, as after the rain is over they are overhung with stray clouds. In trying to indicate foldings of mountains, they used a series of dots made with the brush-end, instead of brush-lines as had been customary with their predecessors. This method, which was a kind of *pointillism*, came to be known henceforth as the *Mi Method*. But with all the efforts of these able artists, their productions never gained the Imperial favour, the Academy all through the Southern Sung Period being under the control of the Northern School. The Southern School did not acquire ascendancy till the time of the Yüan (or Mongol) Dynasty.

Next let us turn our attention to the painting of flowers and birds which was quite fully developed during the Five Dynasties Period. *Tiao Kuang-yin* 刁光胤, a famous painter of birds and flowers, took refuge after the extinction of the Tang Dynasty in the court of the Shu State, and under his influence there arose a famous master, *Huang Chüan* 黄筌. Huang Chüan's birds and flowers were painted in bright colours, the actual features of the objects depicted being minutely traced. In strong contrast with the subjectivism and idealism of the Mo-hua or Indian ink painting, this was a bold attempt at objectivism in the painting of animals and plants. *Hsü Hsi* 徐熙 of the Southern Tang State, on the other hand, did not altogether forget subjective principles. He laid stress on the importance of brush power and used to sketch the outline of the objects with brush and ink, before putting on the colours. If Huang Chüan tried to depict faithfully the appearance of birds and flowers, Hsü Hsi tried to give expression to the life animating them. The former, as was appropriate for a court painter, took sketches of birds and flowers in the Imperial garden, while the latter portrayed birds and trees of S. China in their natural wild state. It was a contemporary saying that "Huang's paintings gave an indication of high life at court, while those by Hsü afforded a glimpse into the life of nature." In the Tang Period there flourished painters of flowers and birds, but they were not separated into followers of different styles. It was only now in the Sung Period that there came into prominence the two styles. At first the painters of the Shu State followed the style of Huang Chüan, while those in the S. Tang, like *Tang Hsi-ya* 唐希雅 and *Kai Chu-chung* 解處中, followed that of Hsü. But Huang Chü-tsai 黃居采, a son of Huang Chüan, also an eminent painter, entered the service of the Sung Court, and, gaining the favour of the Emperor Tai-tsu, made his father's style popular with the Court.

There arose several able painters of the Huang Style (the greatest among them was *Chao Chang* 趙昌), and it soon became impossible for any artist in the Academy, painting birds and flowers, not to follow the style in favour with the Court. On the other hand, the style initiated by Hsü Hsi was kept up by *Yi Yüan-chi* 易元吉 and other able artists. *Hsü Chung-szu* 徐崇嗣, a grandson of

Hsü Hsi, invented what he called *Mo-ku-fa* 沒骨法, a 'Bone-burying Method,' according to which all brush-lines in ink are entirely dispensed with, the painter in sketching birds and flowers utilizing solely light colours, as is the case with European water-colour paintings. Thus arose a compromise style, which differed from the Huang Style only in using light colours instead of thick heavy pigments. The three styles thus originated are found in existence to this day, and no other styles have risen since. Of the three, however, the Huang Style maintained its ascendancy during the Sung Period. The Emperor Hui-tsung was himself no mere master of the Huang Style, and in the Academy he gathered together mostly the painters of this school. *Mao Yi* 毛益, *Li Ti* 李迪, and *Li An-chung* 李安忠 of the Academy carried the art to a very high pitch of perfection, producing pieces which were exceedingly realistic and fine. Henceforth the Huang Style came to be known as the *Yüan-ti* 院體 or 'Academy Style.' The best samples of this style are really very fine, and constitute, together with the natural scenery paintings of the Northern School, the finest specimens of the fine arts of the Sung Period. But the Huang Style afterwards degenerated, the artists becoming absorbed in artificial, elaborate colourings; for after all, true art must never lose sight of the life and idea animating the objects sketched. The Academy Style therefore finally lost influence and credit.

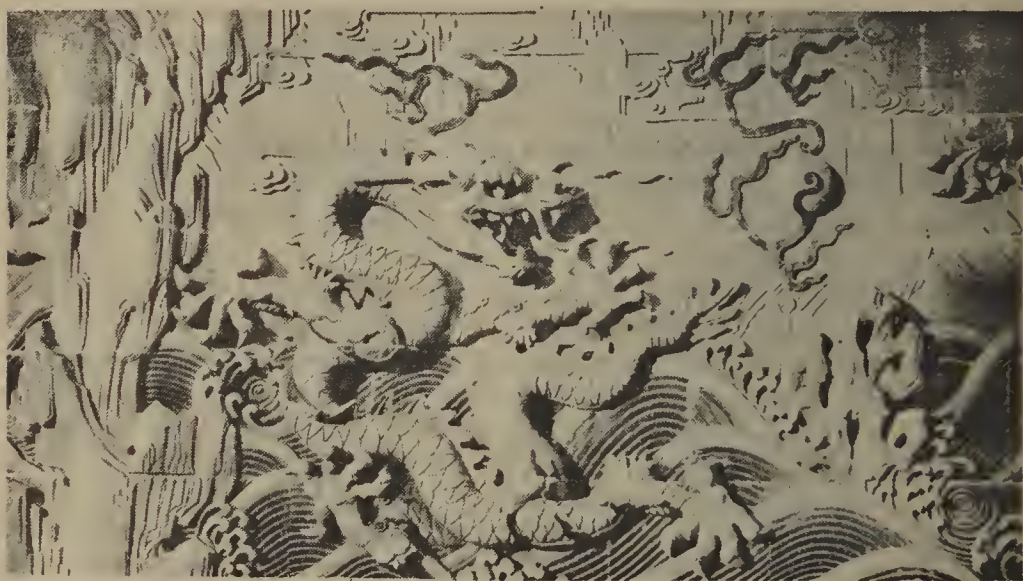
Among the members of the Imperial family of Sung were found many who showed themselves skilful painters. Among such may be mentioned *Chao Ling-jang* 趙令穰 or *Chao Ta-nien* 趙大年, *Chao Po-chü* 趙伯駒 or *Chao Chien-li* 趙千里, and his brother *Chao Po-su* 趙伯驥. These flourished from the middle of the 11th to the beginning of the 12th century. The first-named painted scenery on a small scale, in light colours, and the last two natural scenery, as well as flowers and birds, in heavy colours. It may be mentioned *en passant* that the priest Hui-chung 惠崇 in the Northern Sung Period was also celebrated as a painter of scenery on a small scale.

Many of the painters of the Mo-hua school employing the so-called *Wên-jên-hua* or Literati Style made specialties of certain subjects: *Wên Tung* 文同 or *Wên Yü-ko* 文與可 (died 1079) and Su Shih also known as Su Tung-po (1036-1101), of bamboos; the priests *Chung-jên* 仲仁 and *Hui-hung* 惠洪 in the Northern Sung Period, and *Yang Wu-chiu* 楊无咎 or *Yang Pu-chih* 楊補之 at the beginning of the Southern Sung Period, of plums; *Chao Meng-chien* 趙孟堅, at the very end of the Southern Sung Period, of orchids, plums, and daffodils. The priest *Wên Jih-kuan* 溫日觀, who also belonged to the same period, has left some excellent paintings of grapes, regarded as models of their kind by later painters.

We may further mention *Kuo Chung-shu* 郭忠恕 of the Northern Sung Period, who was a master in painting architecture, and *Chên Jung* 陳容 known as *Chên So-wêng* 陳所翁, whose specialty was painting dragons.

It will thus be seen that Chinese painting in its different

methods and styles made a great advance during the Sung Period. It may be said that it now attained the height of perfection, except in the scenery painting of the Southern School, which was left to be further developed during the Yüan Period. This great development in the Sung Period though due in no small degree to the patronage of successive emperors of the Sung Dynasty, was chiefly brought about by the great intellectual activities of the Chinese, their advance in critical taste, and above all by the rise of great masters, who, throwing off the trammels of the style and technique of the past, carried on boldly the reforms leading to perfection. There is no doubt that many masterpieces of painting, *etc.*, were produced in the Tang Period, but few of them remain. Those who would study Chinese art must therefore turn to the productions of the Sung Period, of which a great many yet remain to gratify the students of the present time.



Dragon Screen made of glazed brick, Winter Palace, Peking

V. *Arts in Yüan Period* (1279-1367). When Kublai Khan, known in history as Shih-tsu of the Yüan Dynasty, the grandson of Genghis Khan, assumed sway over China as her sole emperor (1260), the dominion of the Mongols had already extended for well-nigh half a century from Manchuria and N. China on the one side to W. Asia on the other, opening up a route of communication between Europe and Asia. Missionaries and travellers came over, introducing sciences along with Christianity. The Mongol rulers, destitute of any civilization of their own, were eager to adopt the civilization of Europe, side by side with that of China. But the influence exerted by European sciences and arts on Chinese civilization, particularly on Chinese arts, was only partial and insignificant. Centuries before, in the Tang Period, the Chinese had eagerly adopted Western ideas and arts, thus greatly enriching their thought and civilization. But

in the Yüan Period they apparently lost the assimilating power they possessed in earlier times, and what profit they derived from the teachings of Europeans was temporary, insignificant, and superficial. Was it because mentally they were now entering on a decadent stage?

When the Mongols made themselves masters of China they adopted wholesale the old civilization of China, much as the new peoples of Western Europe adopted the old civilization of Rome. In literature and arts the old structures remained intact, and such activities as were shown in the line of painting and other arts were largely an imitative superstructure, displaying hardly anything of originality.

The Emperors of the Yüan Dynasty were all believers in the Lamaistic form of Buddhism. Kublai Khan (1260-1294) made it the state religion and invited teachers from Tibet, at the same time issuing edicts prohibiting Taoism. Religious paintings and carvings in the Tibetan Style appeared, the temple buildings too showing strong marks of the Tibetan influence. Of the architecture of this period, *Chü-yung-kwan* 居庸關 (see P. 85), an archway, in Shun-tien-fu, Chihli Province, may be regarded as typical. It is a massive structure of marble, dating back to 1345, bearing numerous carvings of Buddhist images and inscriptions in six languages. The carvings are skilfully executed, though much less spirited than the similar works of the Tang Period.

Buddhist portraits also became largely Tibetan in style. As already stated, there came into vogue during the Sung Period elaborately coloured Buddhist paintings, in which Buddha's face was made more human and less divine, as compared with the portraits painted earlier. Buddhist portraits, already thus vulgarized, became under the Tibetan influence even more vulgar and more gorgeously decorated. There are, therefore, very few paintings worthy of attention in the case of those purely Tibetan in style, but where the Sung style and Tibetan ideas are combined, there are some which are of superior workmanship. The name of the painter in each particular case is as usual not preserved. A talented painter of the period, who excelled in portrait painting both religious and secular, is *Yen Hui* 顏輝 (also called *Yen Chiu-yüeh* 顏秋月), who followed the style of Li Lung-min of the Sung Period and is regarded as the foremost figure since that great master.

The Emperor Shih-tsu (Kublai Khan) welcomed Christian missionaries and permitted them to build churches in Peking. It is said that the Chinese painters were filled with great admiration for the skilful portraits in oil of European artists. But the influence of the Western Style of painting was never great, some traces of it being found only in certain paintings of the closing period of the Ming Dynasty.

The well-known painters of the beginning of the Yüan Period are all survivors of the Sung Period. *Chao Meng-tiao* 趙孟頫, also known as *Chao Tzu-ang* 趙子昂 or *Chao Sung-hsüeh* 趙松雪 (1254-

1322), though a member of the Sung imperial family, was high in favour at the Yüan Court. He was by far the foremost painter of the period,—his specialty being portraits, both religious and secular, natural scenery, flowers and birds, and horses. He was also a fine musician and calligrapher. Chien Hsüan 錢選 (also called *Chien Shun-chü* 錢舜舉), a friend of Chao Mêng-tiao, and Wang Yüan 王淵 (also called *Wang Jo-shui* 王若水), a disciple of Chao Mêng-tiao, were both celebrated as painters (in the Academy Style) of flowers and birds. Jên Jên-fa 任仁發 (also called *Jên Yüeh-shan* 任月山) made a specialty of horses, besides natural scenery.

In the painting of scenery, Kao Kê-kung 高克恭 (also known as *Kao Yen-ching* 高彥敬 or *Kao Fang-shan* 高房山) was famous, following the style of *Mi* (father and son) of the Southern School. Sun Chiün-tsê 孫君澤, another well-known painter, belonged to the Northern School. Of the same school, but somewhat different in style, was Chu Tê-jun 朱德潤, also called *Chu Tsê-min* 朱澤民 (1294–1365). But the painters of the Northern School at this time carried their peculiarities to extremes, and their productions of scenery consisted merely of strong brush lines, without any suggestion of the life and spirit immanent in nature. Here was a chance for the painters of the Southern School to rise to fame and influence. The four great names of this school now prominent are *Huang Kung-wang* 黃公望, also called *Huang Tzu-chiu* 黃子久 or *Huang Ta-chih* 黃大痴 (1269–1354), *Wu Chên* 吳鎮, also called *Wu Chung-kwei* 吳仲圭 or *Mei-tao-jên* 梅道人 (1280–1354), *Wang Mêng* 王蒙, also called *Wang Shu-ming* 王叔明 (died 1385), and *I Tsang* 倪瓚, also called *I Yüan-chên* 倪元鎮 or *I Yün-lin* 倪雲林 (1301–1374). These all traced their style and principles to Tung Yüan and Chü-jan of the Northern Sung Period and constituted the four pillars, as it were, of the fully developed Southern School. These men carried the principles of the school somewhat to an extreme, holding that in painting natural scenery the aim was to suggest on the canvas the momentary mood of the painter, and that it was neither to show off his skill with the brush nor to delineate the real features of the natural objects. Thus it followed that the painting was a good one, however untrue to nature, if only it reflected truly the mood of the artist. They taught that what the earlier masters meant by *Chi-yün* (see P. CIII) was just this and nothing more. In sharp contrast with the painters of the Northern School, whose works were marked by suggestions of will power, these Southern School men showed themselves extremely imaginative and fantastical. These four men were poets as well as painters, being strong sympathizers of Wang Wei, a poet and artist in the Tang Period, who is considered the founder of the style later known as the Southern School.

The fashion of painting trees and flowers in ink had been kept up since the closing years of the Sung Period. In the Yüan Period there flourished *Chêng Szu-hsiao* 鄭思肖, also called *Chêng So-nan* 鄭所南, and *Kê Chiu-szu* 柯九思, also called *Kê Tan-chiu* 柯丹丘

(1312-1365), who were skilful painters of bamboos, plums, and orchids. *Li Kan* 李衍, also called *Li Hsi-chai* 李息齋 (1245-1320), painted bamboos, his works being considered models of their kind by later artists.

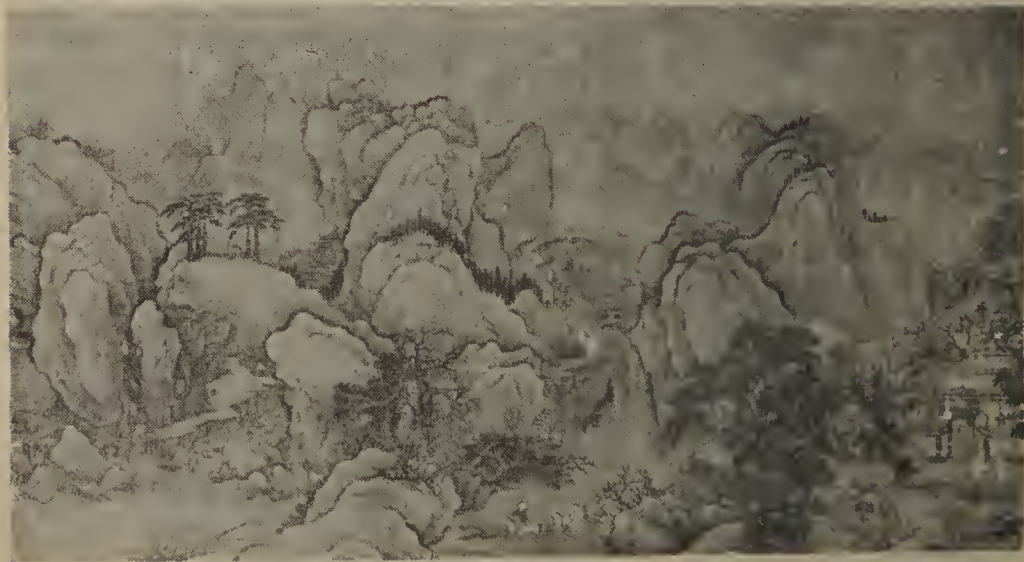
In fine, the one important contribution made by painters of the Yüan Period was in completing the building up of the Southern School. All the styles and methods of Chinese painting were now completed, and there remained nothing for painters of the Ming and Ching Period but to follow mechanically in the steps of their predecessors.

VI. *Arts in the Ming Period* (1368-1662 A.D.). The great aim of the Ming Dynasty, after the overthrow of the alien rule of the Mongols, was to restore the customs and institutions of the Tang and Sung periods. From this it followed that the arts and literature of the Ming Period were largely imitative, marked by the worship of the civilization developed by the Han race before the coming in of the Mongols.

Among the early monuments of the arts of this period may be mentioned in the first place the walls of Peking (see P. 45), which date back partly to the period immediately following the removal there of the capital from Nanking (1421), and partly to 1553. Parts of the palace at Nanking (see P. 243) also belong to the Ming Period. Mention must also be made of the Imperial tombs of Hsiao-ling at Nanking and of the famous Thirteen Tombs of the Ming Emperors, N. of Peking. Huge stone figures (see P. 83) of men and animals found in these cemeteries afford good examples of the sculpture of the period. The Temple of Five Towers or *Wu-ta-szu* (see P. 70), finished in 1473, is famous as a faithful imitation of ones which formerly stood at Buddha-Gaya, India, marking the spot where the founder of Buddhism attained the enlightenment of a Buddha.

The emperors of the Ming Period were all patrons of literature and arts, and many of them maintained an Academy of Painting in the Court. The Emperor Hsüan-tsung (1426-1435) was a great lover of painting and, like Emperor Hui-tsung of the Sung Dynasty, was himself an amateur artist. The dynasty was now at the height of its splendour, and a great concourse of literati and painters in the Court enhanced its glory. Foremost among the painters of the Academy was *Tai Chin* 戴進, also called *Tai Wên-chin* 戴文進, who was a master in portraying landscapes after the style of the Northern School, and flowers and birds after the style of Huang Chüan. He also painted some excellent Buddhist portraits and frescoes on the walls of temples. *Tai Chin* was a native of Chekiang Province, and all those following his style in landscape painting are classed as belonging to the 'Chekiang School.' A contemporary of his, by the name of *Shih Jui* 石銳, belonged to the Northern School and painted landscapes in heavy colours, after the style of Li Szu-hsün of the Tang Period and of Wang Hsin and Chao Po-chü of the Sung Period. Next to *Tai Chin*, a great painter of the Chekiang School was *Wu*

Wei 吳偉, also known as *Wu Hsiao-hsien* 吳小仙 (1459-1508), who used strong and powerful brush-strokes in painting portraits and landscapes. He was a member of the Academy and in high favour at Court. Among his disciples, *Chang Lu* 張路 (also known as *Chang Ping-shan* 張平山) became prominent and is believed to have maintained the traditions of the Chekiang School in depicting landscapes. But the Southern School was growing all powerful, and the followers of the Northern School soon found themselves dominated and gradually absorbed by it. It may be said that the line of able painters of the Northern School became extinct with Wu Wei and Chang Lu. From the middle of the Ming Period on, it becomes impossible to distinguish painters by the schools, as even those who are supposed to belong to the Northern School adopted quite freely the distinctive method of the Southern School. Take, for example, *Chou Chên* 周臣, *Tang Yin* 唐寅, and *Chiu Ying* 仇英, all well-known painters of the time, in whom the two styles, hitherto kept distinct as the Northern and Southern Schools, have become largely merged, producing a compromise style. Chou Chên, also known as *Chou Tung-tsun* 周東村, was famous for landscapes, which were supposed fairly to rival those of Tai Chin. Of Tang Yin, also known as *Tang Po-hu* 唐伯虎 or *Tang Liu-ju* 唐六如 (1470-1523), and Chiu Ying



Part of landscape picture scroll, by Wang Hui—p. CXVIII

(or *Chiu Shih-chou* 仇十洲), both disciples of Chou Chên, the former actually merged the Northern and Southern Schools in a style of his own, while the latter, in addition to landscapes, painted historical portraits and court ladies of the time. When his portraits are compared with those by Li Lung-mien of the Sung Period, one may see at a glance the changes which have taken place in the style of portrait painting. It was owing to the influence of Chiu Ying that costume painting in gorgeous colours became so popular in the middle of the Ming Period.

Early in the Ming Period the Southern School was represented by *Wang Fu* 王紱, also called *Wang Mêng-tuan* 王孟端 (1362-1416), who was a disciple of Wang Mêng 王蒙. But for a time the Northern School had powerful representatives like Tai Chin and Wa Wei, who altogether overshadowed in fame and prestige the painters of the other school. But with the rise to fame of *Chên Chou* 沈周, also called *Chên Shih-tien* 沈石田 (1427-1509), the Southern School regained its influence. Chên Chou, however, did not adhere strictly to the traditions of the school to which he belonged, for he adopted many elements from the Northern School. He was a master of Mo-hua painting of landscapes, and through him the merging of the two schools assumed definite proportions. Tang Yin, already mentioned, was at one time a pupil of his. *Wên Chêng-ming* 文徵明, also called *Wên Hêng-shan* 文衡山 (1470-1559), was, however, the most important of his disciples. He was a calligraphist as well as a painter. In the latter capacity he was skilful in painting both with ink alone (*mo-hua*) and with colours. He had in his art even less of the Northern elements than Chên Chou. Throughout his long life he exercised no small influence in bringing about the merging of the two schools. *Hsieh Shih-chên* 謝時臣, a contemporary and a fellow-disciple with him of Chên Chou, loved to paint the waves of the sea and large scenery in general, and he is believed to be truer to the traditions of Chên Chou. *Chên Chun* 陳淳, also known as *Chên Tao-fu* 陳道復 or *Chên Po-yang* 陳白陽 (1483-1544), was the best known of the numerous disciples of Wên Chêng-ming.

Of the painters of landscapes in the latter years of the Ming Period, the one who exercised the greatest influence over later generations was *Tung Chi-chang* 董其昌 (1555-1636). He was a calligraphist as well as a painter and believed in the doctrines of the Dhyâna Sect. As a painter he is believed to have reverted to the essential principles of Tung Yüan, through the four masters in the Yüan Period of the Southern School. He was indeed a great representative of that school, and his art was free from any admixture of elements from the Northern School. In fact, so distinct were the two styles kept in his mind that it was he who applied to them the names of Northern and Southern Schools. That is to say, he gave the name of 'Southern School' to the line of painters among whom Tung Yüan, Chü-jan, Mi (father and son), and the four masters of the Yüan Period were the foremost representatives, tracing the line further back to Wang Wei of the Tang Period, and the name of 'Northern School' to the line of painters represented by Li Chêng, Fan Kuan, Kuo Hsi, and the four masters of the Southern Sung Period, tracing the line back to Li Szu-hsün of the Tang Period. In fact the division into Northern and Southern Schools had already existed in the case of the Dhyâna discipline, in which Tung Chi-chang was a believer, and he merely adopted a convenient nomenclature for indicating the two styles of painting. Tung Chi-chang also published books in criticism of painting which contain many suggestive sayings.

Most of the well-known landscape painters in the early Ching (Manchu) Period had been disciples of Tang Chi-chang.

In painting flowers and birds, *Pien Wên-chin* 邊文進 (also called *Pien Ching-chao* 邊景昭) was in high favour with the Court between the reigns of Chêng-tsu and Hsüan-tsung. He followed the style of Huang-chüan and Chao-chang. Another painter, *Lü Chi* 呂紀, was also a member of the Academy. These are the two representatives of the Academy Style in the Ming Period. But these preserved the technique merely, losing sight of the life and spirit of the similar paintings of the Sung Period,—thus making apparent the defects of the style. *Lin Liang* 林良, also a member of the Academy, painted flowers and birds in ink alone, closely approaching the style of Hsü Hsi and showing a new tendency to avoid the artificial, lifeless paintings of the prevailing mode. Chên Chun, already mentioned, was a prominent representative of the school of Hsü Hsi. He used bright colours, but sparingly. *Lu Chih* 陸治, also known as *Lu Pao-shan* 陸包山 (1496-1576), and *Chou Chih-mien* 周之冕 adopted good points from the styles of both Huang Chüan and Hsü Hsi.



Chinese belle, by Tang Yin—
p. CXIV

It was a fashion in the Ming Period for poets and literary men to paint bamboos, orchids, etc., in ink alone, in imitation of Chên Chou, Wên Chêng-ming, and Tung Chi-chang, who were also poets. This amateur style of painting came to be known as the 'Literati Painting.' But there were also real specialists in the painting of these plants; for instance, *Wang Mien* 王冕, also called *Wang Yüan-chang* 王元章 (1335-1407), who made

plums his favourite subject, and Chên Chou and Tang Yin, who were masters on similar subjects. *Hsiang Yüan-pien* 項元汴, also called *Hsiang Mo-lin* 項墨林 (1525-1590), painted in ink pines, bamboos, plums, orchids, and autumnal forests after the leaves had fallen.

There are two noteworthy things with respect to the painting and painters of the Ming Period, namely the fact that nearly all the painters of this period were scholars and poets, so that they were all critics of art, and also the fact that the purely Northern School of painting was driven out of the arena. On the other hand, there is no denying that painting during the period entered on a decadent stage, retaining merely the finesse and technique of the art, but altogether losing sight of the immanent power in nature or of the high aims of human life.

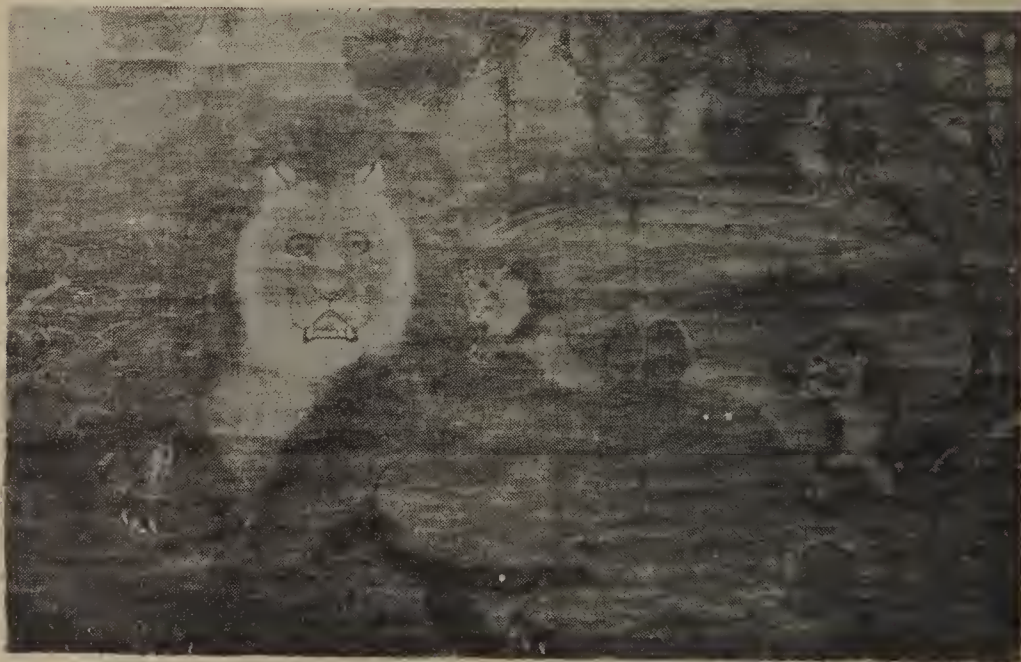
VII. *Arts in the Ching Period* (1616-1912). The artistic activities of this period are practically limited to its early half (between 1662 and 1795), *i.e.* during the eras of Kang-hsi (1662-1722) and Chien-lung (1736-1795), when the Empire under the two very able sovereigns enjoyed an almost unprecedented height of glory and prosperity. Soon after the close of that early epoch, the dynasty, assailed by troubles from within and without, entered on a decadent stage, and all activities in matters of art ceased.

The early emperors of the Ching Dynasty, alien in race to the Chinese, like those of the Yüan Dynasty, were much more, in fact genuinely, appreciative of the arts and literature of the land. Though in certain customs (*e.g.* wearing of pig-tails) they were careful to keep evident the fact that the Chinese were subject to the Manchu rule, yet the Emperors were all zealous guardians of the paintings and calligraphs of the past and patrons of the living arts. They maintained an academy of painting, and welcomed painters as well as scientists from Europe.

Among the architecture of this epoch may be mentioned the Imperial Palace (see P. 57), the *Tien-tan* ('Temple of Heaven'—see P. 66), and *Hsien-nung-tan* ('Altar of Agriculture'—see P. 67) in Peking, and *Wan-shou-shan* or the Imperial Summer Palace (see P. 74), N.W. of Peking. *Huang-szu* (see P. 69), the chief temple of Lamaism in Peking, and other temples, like *Pai-ta-szu* with a marble pagoda in the Tibetan style, all belong also to the early Ching Period. The outer sides of this pagoda are decorated with minute high-reliefs, from which may be learned something of the carvings of the Chien-lung Era. In criticism of the architecture of this period it must be said that undue importance seems to have been paid to minute details in the ornamentation of certain sections or parts, to the neglect of the whole structural significance. This was the case also with the engravings and sculptures of the time. These shortcomings, already apparent in the works of the Ming Period, now became further aggravated.

In the matter of painting, the artists of importance in the early years of the Ching Dynasty had all been disciples of Tung Chi-chang. Among these, the greatest is *Wang Shih-min* 王時敏, also called *Wang Yen-kê* 王煙客 (1592-1680). His nephew, *Wang Chien* 王鑑 (1598-1677), and grandson, *Wang Yüan-chi* 王原祁, also called *Wang Lu-tai* 王麓臺 (1642-1715), were both well-known painters. These traced back their style through Tung Chi-chang to Huang

Kung-wang and Wang Mêng. The three painters already named, together with *Wang Hui* 王翬, also called *Wang Shih-ku* 王石谷 (1632-1717), constitute the four great masters—'The Four Wangs'—of the early Ching Period. Of these four the greatest was Wang Hui, who was a disciple of Wang Shih-min, but did not adhere exclusively to the principles of Tung Chi-chang, adopting to some extent the brush-method of the Northern School.



Lion and cubs, by Chou Chuan—Ming Period

Wu Li 吳歷, also called *Wu Mo-ching* 吳墨井 (1632-1715), was a well-known painter, who stood aloof from the said four masters. He followed the style of Tang Yin of the Ming Period and adopted the brush-method of the Northern School. Being a believer in Christianity, he is said to have gone to Europe in his latter years and never to have come back. In his paintings, particularly in matters of chiaroscuro (or treatment of light and shade), there may be traced the influence of European oil paintings. *Kung Hsien* 龔賢 (also called *Kung Pan-chien* 龔半千), another painter of the same period, also made use of a strong contrast between light and shadows. Among other painters of the Kang-hsi Era (1662-1722) may be mentioned *Tsou Chih-lin* 鄒之麟, also called *Tsou I-po* 鄒衣白 (who passed the *Chin-shih* Examination in 1610), *Cha Shih-piao* 查士標 (1615-1698), *Tan Chung-kuang* 譚重光, also called *Tan Chiang-shang* 譚江上 (1623-1692), *Kao Chi-pei* 高其佩 (died in 1734); the last-named originated *Chi-tou-hua*, a method of painting with the tips of the fingers dipped in ink. Of the painters of the Chien-lung Era may be mentioned *Chang Pêng-chung* 張鵬翀 (1688-1745) and *Tung Pang-ta* 董邦達 (died in 1769); the latter was a descendant of the famous Tung Chi-chang. Painting was now fast

entering on a stage of decay, and from now on we meet with few names of celebrity. We will mention only the name of *Tai Hsi* 戴熙, also called *Tai Chun-shih* 戴醇士 (died in 1860), who painted mostly landscapes.

While the Northern School of landscape painting had become practically extinct in the Ming Period, its style was in part kept up by the *Chekiang School*. Its celebrated representative in the early Ching Period was *Lan Ying* 藍瑛 (also called *Lan T'ien-shu* 藍田叔). But he was the last of the line, there being after him no painter of the school worth mentioning.

In the painting of flowers and birds, the greatest painter of the period was *Yün Shou-ping* 惲壽平, also called *Yün Nan-tien* 惲南田 (1633-1690). At first he painted landscapes as well, but one day, on seeing the paintings of his friend Wang Hui, he was so much struck with his own inferiority in this line, that he gave up landscape painting altogether, devoting himself thenceforth to painting flowers and birds, in which he attained pre-eminence. He revived the *Mo-ku-fa* Method ('Bone-burying Painting Method') of Hsü Chung-szu of the Northern Sung Period (see P. CIX), that is painting in light colours, without the outline sketch in brush lines. On the other hand, *Wang Wu* 王武 (1632-1690), another eminent painter of flowers and birds, adopted the style of Hsü Hsi of the Northern Sung Period and made use of ink sketches in brush lines which he afterwards filled in with colours. *Tsou I-kuei* 鄒一桂, also called *Tsou Hsiao-shan* 鄒小山 (1686-1772), was a well-known painter of the Chien-lung Era.

In the portrait painting of the early part of this period, we already meet with distinct traces of European influence. In fact among the members of the Academy there were several European painters, of whom the best known was *Lang Shih-ning* 郎世寧, an Italian, whose real name was Joseph Castiglione. He painted portraits, as well as flowers, birds, and horses. He used in many cases the regular materials for oil-painting, but he also employed Chinese pigments, though his productions in the latter case strongly resemble oil-paintings. Indeed the European method of painting in oils began to influence Chinese painting in the Yüan Period. In the latter years of the Ming Period there came to China many Jesuits, bringing sacred portraits, and among those missionaries there were several painters. Their influence on Chinese painting must have been great. It may be stated *en passant* that the missionaries were also influential in introducing mathematics, astronomy, and physics. Before Chinese painters came under European influence, all their portraits were flat and lacked perspective, which was a great defect with their art. Already at the close of the Ming Period there were Chinese painters who availed themselves in portrait painting of the principles of perspective. Among members of the Academy in the early Ching Period the principles of perspective came to be generally adopted also in depicting architecture and landscapes. *Chiao Ping-chên* 焦秉貞, a member of the Academy in the Kang-hsi Era, availed

himself of the new ideas from Western painting (*e.g.* perspective principles); his disciples all kept up his method. In the Academy, however, there were many who held fast to the purely Chinese method and kept aloof from European influence.

In fine, Chinese painting and other arts in the Ching Period are no more than the repetition of those of the preceding period. They now reached a stage of decadence, and even the introduction of oil-painting and of the new principles of perspective failed to rejuvenate them. The paintings of the Ching Period are mere superficial imitations of the decadent art of the Ming Period.

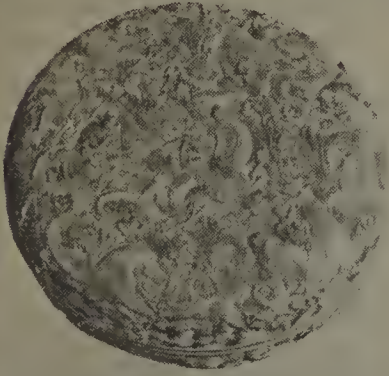
VIII. Industrial Arts. The Chinese have attained a very high stage of development in industrial arts, and in this respect they can hold their own with any other race. Of their artistic productions, copper utensils and porcelain wares have always claimed the highest admiration of the outside world.



Chinese porcelain, with gorgeous design in different colours—Ching Period

Copper Utensils. The Chinese were acquainted with the use of copper in a very remote antiquity. According to tradition the Emperor Huang-Ti (3rd millenium B.C.) is said to have obtained copper from *Shou-shan* and to have made with it tripod-cauldrons called *Ting* 鼎—*Shou-shan* being supposed by later historians to be a certain hill in *Hsü-chow*, Ho-nan Province (see P. 104). The Emperor Yü-Ti (3rd millenium B.C.) is said to have made nine tripod-cauldrons with copper collected from all over the empire, the cauldrons being adorned on the outside with various designs. Though these stories from the earliest times must be regarded as semi-mythical and therefore untrustworthy as historical facts, we read of the Chou Period (1122–249 B.C.) that there existed in the Imperial Court several tripod-cauldrons which were regarded as the insignia of Imperial authority—these being according to tradition the very cauldrons made by Emperor Yü.

These tripod-cauldrons were handed down from one reign to another, and their possession was considered indispensable as the sign of legitimacy. Originally these tripod-cauldrons were used chiefly for cooking food to be offered to ancestral spirits by way of worship.



Dark-red carved lacquer—Ching Period

This is one reason why this particular kind of cauldron was so highly venerated by the Chinese, among whom ancestor-worship formed so important a factor of everyday life. Sometimes tripod-cauldrons were presented by the Emperor to his ministers or high officials as a reward for meritorious deeds. In that case the fact was commemorated by an inscription on the cauldron itself. The nobility also used tripod-cauldrons in the worship of their ancestors, and in that case the vessels were inscribed with the name of the ancestor to whom they were dedicated and the dates of their casting.

Thus the inscription on a tripod-cauldron came to assume great importance, and, as the form of inscription differed with different times, it has formed an important item for the later connoisseur in fixing the age of old tripod-cauldrons. Besides the cauldrons used in cooking food to be offered at ancestral shrines, there were other copper vessels which were used in offering food or wine at the shrines. There were also musical instruments made of copper. Of these various copper utensils, those made between the Chou Period and the close of the Han Period are of a particularly superior workmanship, and there is something in their make—force and power rather than mere technique—which those of later times, however skilfully made, can scarcely ever hope to rival. Of the samples of old copper utensils, there are those which purport to come down from before the Chou Dynasty, but we cannot be sure whether they really do so or not. In the Tang Period the Government main-



Enamelled bronze incense burner of lotus flower pattern—Ming Period

tained a manufactory of copper utensils at *Kü-yang-hsien*, near Nanking, the products of the manufactory being known as the 'Küyang wares.' All through the Sung Period copper wares were very highly prized, and many are the false fabrications of earlier wares which were now produced. These counterfeits place many puzzling questions before the modern connoisseur. It is known



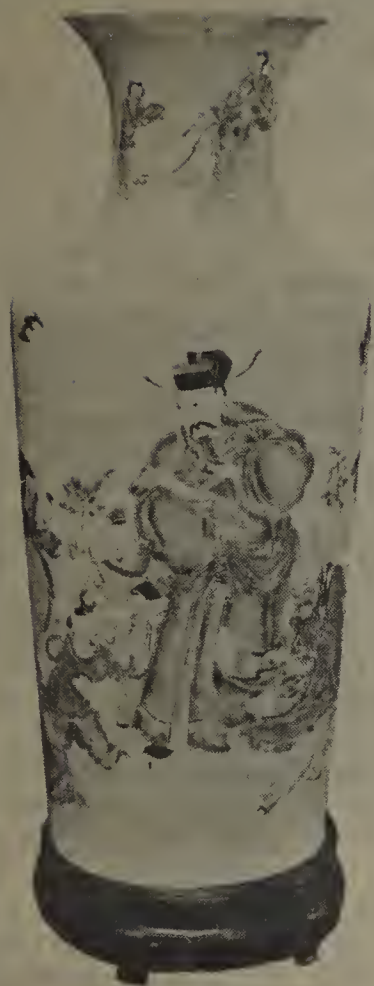
"Blue Porcelain" incense burner—Sung Period

also that in the 3rd year of the Hsüan-tê Era of the Ming Dynasty, copper wares for use in ancestral worship were produced in great quantity, and besides being used in the Court were given to officials. These now go by the name of 'Hsüantê wares' and are regarded as of superior workmanship among the newer wares.

Among these vessels devoted to ancestral worship, some are plain and unadorned, some are gilt, and others ornamented with figures. Of the latter the figures, when not cast together with the vessel itself, are sometimes made by inlaid work of gold, silver, or gems. The most common motives underlying these figures are a fabulous animal, resembling a bull, called 饕餮 (*Tao-tieh*), a dragon, meanders, and geometrical figures. In regard to these figures there is a remarkable uniformity between the old and new wares, scarcely a trace of originality being shown by introducing new ones.

Among articles other than those connected with ancestral worship, copper mirrors were by far the most important. They were of various shapes—circular, square, octagonal, or sixteen-sided. The makers usually paid much attention to ornamenting the back, and in this respect the workmanship made a marked improvement between the Han Period and the end of the Tang Dynasty. The mirrors of the Han Period were adorned at the back only with geometrical figures and certain ideographic inscriptions, but these gave place between the South and North Dynasties Period and the Tang Period to grape-vines and animals or birds, under the influence of Græco-Bactrian art. These went by the name of 'grape mirrors,' and of such those made in the Tang Period are particularly excellent. Sometimes the adornment consisted of Buddhist figures or of flowers made by inlaying polished pieces of shell. In fact mirror ornamentation reached a very high state of excellence in the Tang Period.

Porcelain Wares. When the art of making copper wares began to decline, porcelain-making came to the fore. There is no doubt that earthenware vessels existed from very early times, and that though the table-wares of the nobility were probably made of copper, those used by the common people were of unglazed earthenware.



Porcelain flower vase—Ming Period

There exist at present many samples of pottery of the Han Period, obtained from old tombs. Some of these are glazed and adorned with simple designs. In the South and North Dynasties Period, glazed wares of light blue colour were made for the first time. This was the beginning of the later 'Blue porcelain' (*Ching-tzu* 青瓷). In the Tang Period there are said to have been both blue and white wares, but no samples now remain. In the middle of the Sung Period (*i.e.* the beginning of the 12th century), the art of pottery-making reached a high state of excellence. The government of the time established a pottery kiln at Kai-fêng (see P. 146), the capital of the empire, and when the capital was removed to Hang-chow in 1127, the kiln was also removed there. There were also at the same time porcelain-kilns at various other places. There exist to-day many samples



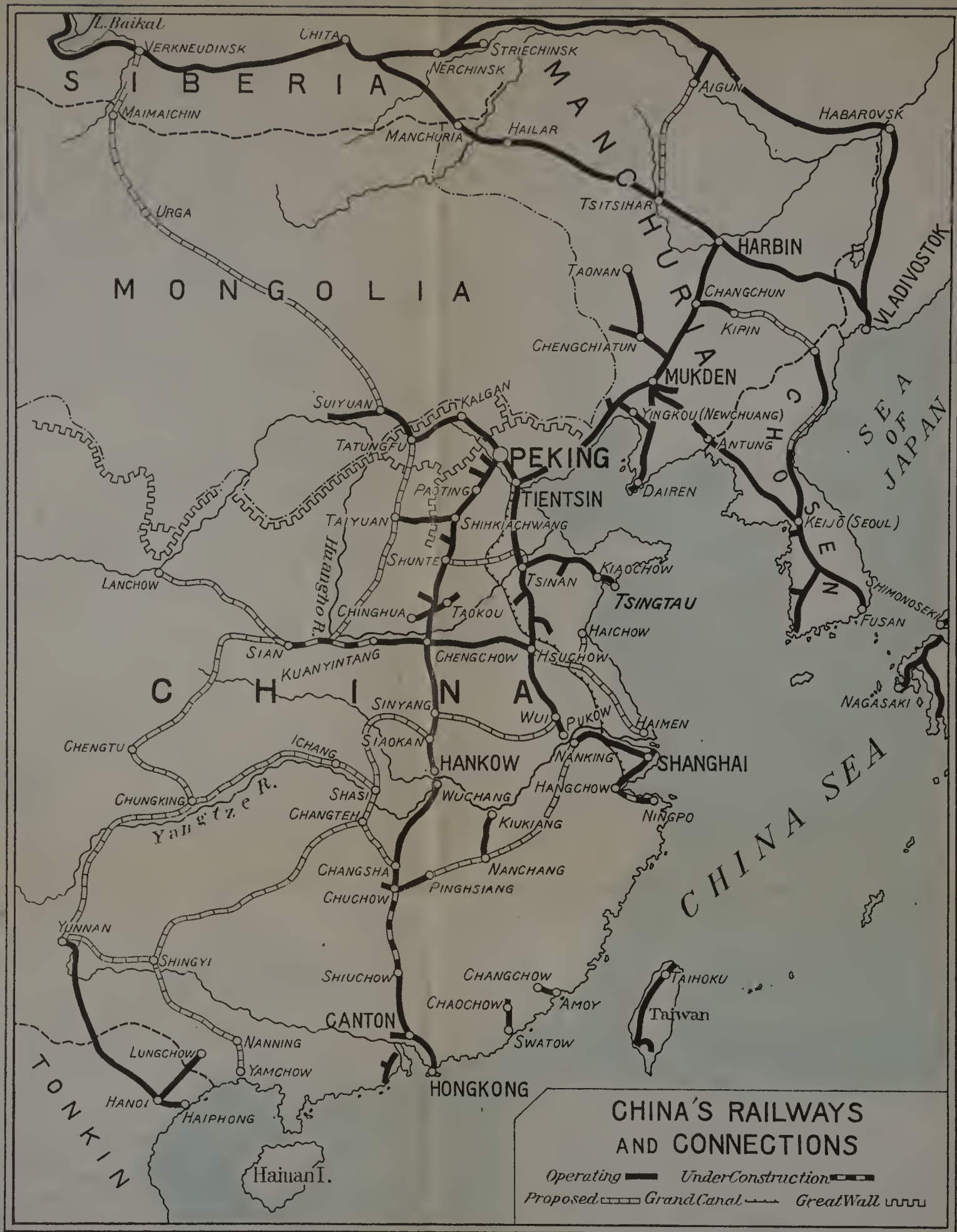
Bronze ceremonial bowl—Sung Period

of the Sung porcelain. As the blue wares were particularly valued, the older samples consist mostly of the blue kind, but in the Sung Period there were made white, black, red, and purple kinds,—each piece showing one rich colour, and no attempt being made to blend different colours. Only occasionally spots and patches would accidentally appear, owing to the action of heat on some foreign substance in the glaze or in the clay. These accidental spots and patches are known as the 'kiln-change' (窯變 *yao pien*). But

as the kiln-change occurred purely by chance, it was very rarely that those spots and patches were found in a regular order or of uniform shape. Consequently when they assumed regularity or uniformity on a ware of some rich colour, it at once became a thing of great value. On the other hand, when a potter wanted to decorate a ware with a design, he placed pigments on reliefs made on the surface of the moulded clay, before the glaze was applied. The designs consisted mostly of peony-flowers or storks flying in the air. At this time the Chinese potters did not yet know the method of painting figures with cobalt pigment, though this method, which became known as *ching-hua* 青華, was probably introduced somewhat later, *viz.* at the close of the Sung Period. There are, however, no proofs to substantiate the statement. The making of *ching-hua* wares reached a flourishing state only in the Ming Period. In the latter half of the 14th century the government of the Ming Dynasty established a porcelain kiln at *King-têh-chên* (see P. 197), near Kiu-kiang, Kiangsi Province, and that kiln was kept in active operation till the end of the Ming Period. After the beginning of the Manchu rule, the kiln was reopened after a short interval and was maintained all through the Ching Period. It is needless to state that side by side with the Government kiln there existed various private porcelain establishments. In the method of making, as well as in decoration, a great improvement took place in the Ming Period. There came into fashion *ching-hua* wares, which were made by writing designs in cobalt blue on a white glazed surface. There was further introduced a method of combining various rich colours, producing wares of surpassing beauty, which at once became the envy of Japanese and Europeans. In the Ming Period, the wares made during the two eras of Hsüan-tê (1426-1435) and Chêng-hua (1465-1487) are of superior workmanship. While in the Manchu Period a great improvement is visible in point of technique and decorative skill, the art as a whole entered on a decadent stage, and this fact, taken together with the reduction in the supply of clay and other materials necessary for making porcelain, led to the production of wares which could not vie with those of the preceding period. Yet the best wares produced in the early part of the Ching Period possess qualities which no other country could successfully imitate.

China is believed to have learned from Arabians the making of cloisonné wares, which are known as the 'Tashih wares'—Tashih meaning Arabia (Taji). In the Tang Period were produced small articles of cloisonné make, and in the Ming Period wares of large size became common. Those made during the era of Ching-tai (1450-1456) of the Ming Dynasty are the most celebrated.





CHINA PROPER

GENERAL INFORMATION

There are several gateways, so to speak, open to travellers for the tour of *Chung-hua-min-kou*, 中華民國, or the "Middle Flowery Republic," as China proper is called by the Chinese. The principal gateways are *Hongkong*, *Shanghai*, *Tientsin*, and *Mukden (Fengtien)*. The last is the eastern terminal of the Peking-Mukden Railway. Tourists arriving at Hongkong naturally travel first in South China, next in middle China, and then proceed to North China. In this book the traveller is supposed to arrive at Mukden (*Fengtien*) by the Trans-Continental Route from Europe, or otherwise, for the tour first of North China, then Middle China, and next South China. If China is entered *via* Tientsin, practically the same plan would undoubtedly be followed, and this is the order in which the descriptions of routes are arranged in this book.



The Pei-ling Mausoleum, Mukden

Route I. Mukden (Fengtien) to Peking

(Peking-Mukden Line)

Peking-Mukden Line. Peking, 北京, the capital of China, is connected with Mukden, the chief city of Manchuria, by a government railway, 522.6 miles long. At Mukden, this line connects with the South Manchuria Main Line and the Mukden-Antung Line, thus bringing Peking into communication by rail with Europe by means of the Chinese Eastern and Siberian railways, and with Japan by means of the Chosen Lines and the Fusan-Shimonoseki steamers. **Branch Lines.** The Peking-Mukden Line has three branch lines: the Yingkou Branch at *Kou-pang-tzu*, the Pei-tai-ho Beach Branch at *Pei-tai-ho*, and the Tung-chou Branch at the S.E. corner of Peking Inner City. **Other Connections.** This line also connects with the Tientsin-Pukow Line at *Tientsin*, the latter connecting with the Nanking-Shanghai Line by ferry service across the *Yangtze*, and with the Peking-Hankow Line and the Peking-Suiyuan Line at *Feng-tai*, near Peking.

Through Trains. On the Peking-Mukden Line are run through trains, which connect at Mukden with similar trains on other lines either for Europe or Japan, and at Tientsin for Pukow, opposite Nanking. There are Through Mail Trains (twice daily from each terminal), all with dining and sleeping-cars, that cover the distance between Mukden and Peking in either 23 or 23 $\frac{3}{4}$ hours. Under this through service arrangement the distance between Mukden and Shanghai (1,263 m.) is covered in about 55 hrs.; the fares (including express and sleeping-berth charges) are \$88.60 (1st cl.), \$53 (2nd cl.).

Local Trains. Besides the through trains mentioned, one or more trains are run daily between important stations on the line. These are mail trains (with dining-cars), ordinary passenger cars, and mixed trains. Between Peking and Tientsin (87 m.) the traffic is heavy and one daily express (2 $\frac{3}{4}$ hrs.) is run, besides mail (3 hrs.), and other trains.

Passenger Fares. Passenger fares on the Peking-Mukden Line are based on a rate of 6 cents a mile (1st cl.), 3 $\frac{3}{4}$ cents (2nd cl.), and 2 cents (3rd cl.). No ticket is issued for less than 50 cents (1st cl.), 30 cents (2nd cl.), and 20 cents (3rd cl.). **Sleeping-berth charges:** \$3 (1st cl. only). **Free Baggage Allowance:** With each 1st class ticket, 80 kilograms (176 lbs.), 2nd class ticket, 60 kgs. (132 lbs.), and 3rd class, 40 kgs. (88 lbs.). Any excess weight is charged for in units of 20 kgs. (44 lbs.) or fraction thereof for the distance covered, at the rate of $\frac{1}{5}$ cent *per* kilometer (0.62 m.).

Railway Stations in Mukden. There are three stations for this line in Mukden:—*Shen-yang (or Mukden) Station*, C.G.R. (522.6 m. from Peking), *Fengtien Station*, S.M.R. (522 m.),

and *Huang-ku-tun Station*, C.G.R. (520 m.). For all local trains Shen-yang station is the terminus. Huang-ku-tun is connected with the Fengtien station, and in order to facilitate Manchurian through train service, all through trains of the Peking-Mukden Line which start from Shen-yang station call at the Fengtien and Huang-ku-tun stations.

History. The horse tramway between *Tang-shan* and *Hsü-ko-chuang* (about 7 m.), built for transporting Kaiping coal, was the beginning of this railway. This tram line, constructed by the Chinese Engineering and Mining Co., was afterwards transferred to the Government Railway Office, which soon converted it into a steam railway, extending it to Tientsin in 1888, then to *Tang-shan* and *Shan-hai-kuan* between 1890 and 1895, naming it the Tientsin-Shanhaikuan Line. In June, 1896, the Tientsin-Peking section was completed, and in October of the same year it was expanded into a double track line. At the same time the line was extended from Shan-hai-kuan to *Yingkou*, and from *Kou-pang-tzu*, an intermediate station, the line was extended farther to *Hsin-min-fu*, near Mukden. With the completion of these extensions the name of the line was changed to the *Kuan-nei-wai Tieh-lu* (or the Inside and Outside Shan-hai-kuan Railway), and the whole line was operated as a Government undertaking. When in 1900 the Boxer trouble broke out, the Inside Section was placed in charge of England, and the Outside Section was managed by Russia; but with the restoration of peace in 1902 these sections were restored to the control of China. The section from Hsin-min-fu to Mukden (37 m.), temporarily laid by Japan during the war of 1904-5, was also ceded to China on the conclusion of peace. Soon afterward through service was started between Peking and Mukden, and the title, Peking-Mukden Line, was finally adopted.

General Description of the Route. This important trunk line of North China first traverses extensive plains known as the "District West of the *Liao-ho*," but as it approaches the coast of *Po-hai* or Pechili (the N. half of which is known as the *Gulf of Liao-tung* and the S. half as the *Gulf of Chih-li*), it enters a mountainous region along the coast, sometimes in view of the sea, which affords splendid scenes, at other times passing through deep cuttings on the hillsides or along embankments in the midst of a solitary, marshy plain. There are several important towns en route: *Hsin-min*, *Chin-hsien*, *Hsingcheng*, *Shan-hai-kuan*, (the E. terminus of the Great Wall), *Tang-ku*, (the centre of Chang-lu salt manufacture), and, most important of all, *Tientsin*, which is, next to Shanghai, the largest treaty port of China. In addition, the line is connected by branches with *Yingkou*, the oldest treaty port of Manchuria, with *Chin-wang-tao*, practically the only ice-free port in North China, and also with the famous *Kai-ping* and other coal-mines. The railway authorities have planted willows in many places along the right of way, their foliage making a pleasant shade in summer.

From Mukden to Hsin-min. Through trains (de luxe or mail) after leaving Fengtien station of the South Manchuria Ry., soon arrive at *Huang-ku-tun*, the old terminus. Leaving it, the train runs through an extensive plain in which are numerous hamlets nestling in luxuriant willow groves. Soon the *Liao-ho*, which here is known by the name of *Chu-liu-ho*, is crossed over a steel bridge 2,200 ft. in length. The fluted sails of junks busily

plying up and down the stream will be noted. On the right side of the river is Chu-liu-ho station (29.6 m. from Mukden), which is 1 m. from the walled town of Chu-liu-ho. Soon entering an extensive cattle region, many herds are seen grazing on the plains and low hills.

Hsin-min 新民 (37 m. from Mukden) is about 1 m. from the city of the same name, which used to be known as *Hsin-min-tun* and now as *Hsin-min-hsien*. A broad street runs from the station to the heart of the city, and with another running parallel to the railway constitutes the busiest quarter. *Population*: Chinese 39,000; foreigners, about 150.

Inns (Chinese): *Fu-chêng-chan*, *Jung-fu-chan*, *Chüan-sheng-chan*, etc.—tariff, 50 cents for room and two meals. There is no European hotel. **Restaurants** (Chinese): *Ching-fêng-yüan*, *Chin-ho-yüan*, *Wên-hua-chü*, *I-tê-yüan*, etc.—charges very high, about double those in Tientsin. **Business Houses**: Transportation Agencies—*Mao-shêng-lung*, *Hsin-tai-hsing*, *Tung-i-shih-ho*, etc.; Coal merchants—*Hsin-chêng Kung-szu*, *Tien-shun*, etc.; Kerosene—*Fu-ho-lin*.

Conveyances: Chinese carriages—*per* mile, 40 cents for a large carriage, 20 cents for a small one.

Communication Facilities: Besides its railway, Hsin-min has highway facilities with Mukden and Fa-ku-men. But its greatest advantage is its junk traffic with Yingkou, at the mouth of the Liao-ho, as well as with the Mongolian towns up-stream. The Yingkou junks stop at *Ma-chang*, which is 8 m. from the city (28 m. from Yingkou by water).

Post & Telegraph: P. O.—at the station and in the city. The Telegraph-Office (*Tien-pao Kuan-chü*) transmits domestic messages only. Telephone Communication is chiefly between the Government Offices in the city. **Public Buildings**: Hsin-min-hsien Prefectural Office, Police Office, Local Court of Justice (*Chêng-shên-yüan*), Garrison Headquarters, 2 Christian churches, 6 schools, Branch of the Japanese Mukden Consulate.

Industries. Chief Industries: Bean-oil manufacture—with about 30 oil-houses or *Yu-fang*, the output (oil and bean-cakes) being exported by junks mostly to Yingkou; spirit distilling or *Shao-kuo*; flour milling or *Mo-fang*.

Trade. Hsin-min is the central market for the neighbouring villages, but its chief commercial connections are with Yingkou and Fa-ku-men and there is as yet very little trade with Mukden. **Kinds of business**: Dealers in spirits, oil, cotton cloth, grain, groceries, medicines; pawn-brokers, dyers.

Currency. Eight-tenths of the currency of the place consists of bills payable at sight or *tieh-tzu*, issued by business firms of credit, such as *Chung-fa-ho*, *Tê-hsing-tien*, *Kuang-shêng-tang*,

under the backing of the Chamber of Commerce. Besides these bills there are small silver pieces and copper coins and some paper money; *Yüan-pao-yin*, or "Shoe Silver" is very rarely met with. Copper cash are used only in transactions that amount to less than 10 cents.

From Hsin-min to Chin-hsien. Between Hsin-min and Li-chia-wo-pu (30 m.) the country is flat and uninteresting, but after the latter place is passed clusters of villages appear, and far off a range of green hills. On the left of Ta-hu-shan station is a low hill from which the station is named. Usually numbers of horses are seen grazing on the hillside. At Kao-shan-tzu station, low, undulating hills are seen on the left—the hill-sides much marred by extensive diggings for gravel for the railway. In the groves on the right are many hamlets, and in the distance the blue range of the great Khing-an Mountains. Between Ching-tui-tzu station and Kou-pang-tzu the railway crosses a bridge over the ordinarily dry bed of a river, which, however, is at times suddenly flooded by tempestuous rains.

Kou-pang-tzu 溝帮子, (107 m. from Mukden, over 5 hrs.), originally an insignificant hamlet, has become a thriving town with about 2,000 inhabitants due to the opening of the railway. The Yingkou Branch Line starts here. *Kuang-ning-shan*, a hill 16 m. from the station, is interesting on account of its numerous old temples and monuments. In spring, embellished



"The First Gate in the Realm," at Shan-hai-kuan

with wild flowers of many varieties, it is a pretty sight. Excellent fruit, particularly pears, are grown on the hill.

Yingkou Branch Line (56.6 m., 3 hrs.), between Kou-pang-tzu and Yingkou (station on the right bank of the Liao, opposite the city), operates two trains from each terminus. This is the most important feeder of the Peking-Mukden Line. The line is busiest when the bean crop is being exported, and when Shantung coolies (agricultural hands) are going to or from the interior of Manchuria. The line traverses an almost boundless plain stretching from the right bank of the Liao-ho. The following are the intermediate stations, the distances being reckoned from Kou-pang-tzu: *Hu-chia-wo-pu* (11.2 m.), *Shuang-tai-tzu* (20.1 m.), *Ta-wa* (33.7 m.), and *Tien-chuang-tai* (44.9 m.). Of these four places, the first two produce beans and cereals, the last two salt (which is sent principally to Hsin-min and Mukden).

Following the main line from Kou-pang-tzu for several miles, a wild, barren region, almost destitute of trees, is traversed. But at Yang-chuan-tzu station, cultivated fields are met with, and on the right are many hills, their sharp summits of varied shapes giving pleasant relief to the monotony of the drab view. The neighbourhood of *Shih-shan-chan* is noted for its fertility of soil. On the right is a series of pretty hills, merging on the distant horizon with the famous Khing-an Range. At *Ta-Ling-ho* station (131.8 m. from Mukden) a large river of the same name is crossed by a steel bridge. Entering a mountainous region the line follows the valleys, and passes through deep cuttings on mountain sides. From *Shuang-yang-tien* station on there is a broader prospect, and soon an old cylindrical pagoda is noted, below which is the gate of a walled city. This is

Chin-hsien 錦縣 (146.4 m., 6 1/2 hrs. from Mukden; 290 m. from Tientsin East Station). The city (1 m. from the station), situated on the river Hsiao-Ling-ho, with its population of 70,000 odd, is the most important place between Mukden and Shan-hai-kuan. Close to it on the N.W. is a hill, Lien-pêng-shan, and towards the E. the suburban village of Tang-chia-tun. *Conveyances*: Palanquins, 15 cents (copper pieces) a mile.

Public Buildings: In the city—Prefectural Governor's Office, Garrison Headquarters, Police Office, schools (middle and elementary grades), churches (Roman Catholic and Protestant). Near the station are the Revenue Office and the Likin Office (or *Li-chü*).

Inns. Those near the station are of inferior grade, but there are better ones in the city, *viz.*, *Kuei-fa*, *Kung-shêng*, *Chêng-chi*, and several others. No European hotel. **Restaurants** (Chinese): *Fu-shun-lou*, *Jung-shêng*, *Wan-fu-lou*, etc. (in the city).

Places of Interest. *Kuan-yin-tung* and *Chin-niu-tung* (each 5 m. from the station) are noted for beautiful flowers in

spring and summer, and for autumn foliage. *Ta-fo-szu* (in the city), dating back to the Tang Period (A.D. 618-934), is celebrated for its old pagoda (30 ft. high). *Niang-niang-miao*—temple—(1 m. from the station); fête day, 28th day, 4th month (Lunar calendar), in connection with which a theatrical exhibition, lasting for several days, is held. **Products:** Beans, bean-cakes, wool, bristles, caps and shoes made of wool.

From Chin-hsien to Shan-hai-kuan. The Gulf of Liao-tung is quite close to Chin-hsien. From there on a series of green hills appear on the right, and level plains on the left. Near Kao-chiao station there is a distant glimpse of the much discussed *Lien-shan-wan**. From Kao-chiao to Lien-shan station the train runs through several deep cuttings, but outside of them the restful waters of the Sea of Po-hai are in sight.

Lien-shan (177.6 m. from Mukden—258 m. from Tientsin). The short branch line, 7 m. to the Bay of Lien-shan-wan, starts here.

* **Lien-shan-wan** is a spacious natural harbour facing the Gulf of Liao-tung. Practically ice free in winter it will easily hold 30 or 40 ships, each of 4,000 to 5,000 tons. The idea of making it a commercial port by constructing the necessary harbour works originated with *Li Hung-chang*. In 1906 the Chinese Government, with the purpose of rivaling Dairen by building up a port to which products of East Mongolia and the Liao-hsi regions might be brought for exportation, commenced the building of a branch railway in order to connect the harbour with the Peking-Mukden Line. The railway was completed, though little progress has been made in the harbour works. The lack of a breakwater at the entrance is a great drawback to the utilization of the place as a commercial port.

From Lien-shan station on, the train runs first through a deep cutting, then over a high embankment, then along hillsides, and soon reaches

Hsing-cheng 興城 (190.6 m. from Mukden—245 m. from Tientsin). The town (formerly called *Ning-yuan-chou*) is close to the station and is of importance as the seat of the prefectural government. **Palanquins:** 15 cents a mile. **Public Buildings:** Prefectural Governor's Office, Revenue Office, Yü-yeh Kung-szu (fishery company), Elementary and High Schools, Girls' School.

Places of Interest. *Wên-chüan-szu* temple, near which is a hot spring (*Wê-chüan*), is 2 m. from the station. Provision is made at the hot spring for native bathers. *Wu-wang's Tomb*, an ancient royal tomb, is 3 m. E. of the station. Two of the gateways of the city belong to the Ming Period (1368-1661).

Products: Grain, beans, pears, bristles, caps and shoes made of wool. These products are sent to Yingkou, Chefoo, Dairen, and Mukden.

Between Hsing-cheng and Shan-hai-kuan—about 70 m.—there is scarcely any place of importance. Sha-hou-so, Tung-hsin-chuang, Huang-ti, Chien-wei, Chien-so are all insignificant

places (where only local trains stop); *Sui-chung-hsien* is perhaps the most important. But with a succession of green mountains on the right and the blue water of the Sea of Po-hai on the left, this whole section is full of splendid scenery. Shortly before reaching Shan-hai-kuan, the river Chin-tiao-ho is crossed on a steel bridge, the destruction of which by the revolutionaries in 1911 was the cause of a terrible railroad accident.



Distant view of Chin-wang-tao

Shan-hai-kuan 山海關 (260.4 m. from Mukden, 11 1/2 hrs.), just half-way between Peking and Mukden, containing the famous barrier-gate at the E. extremity of the Great Wall, is decidedly the most interesting place between Mukden and Tientsin. Where the mountain ranges from the W., N., and E. form a bluff, which descends in a slope to the coast, this barrier castle was constructed. It is known as the Shan-hai-kuan Castle (also called Yü-kuan-chêng). On the E. Gate, which opens towards the district outside the Great Wall, there hangs a celebrated tablet on which is inscribed 天下第一關 ("The First Gate in the Realm"). It is evident that this barrier occupied a most important strategic position for defence against the attacks of the Manchurian and Mongolian invaders. The station is close to *Nan-kuan*, a street outside the S. Gate of the city.

History. In very early times this place formed a part of Yu-chou, later of Yen (800 B.C.). In the Chin 秦 Period (300 B.C.), the place was a part of Liao-hsi Prefecture. The barrier-gate, then known as the Yü-kuan, was first constructed in A.D. 618. In the Sui, Tang, and Sung Periods (7th-13th centuries), this position of great strategic importance was the scene of many desperate struggles. In 1639, under the Ming Dynasty, the present Shan-hai-kuan Castle

was constructed. After the Manchus (Ching Dynasty) established themselves in Peking, the castle became a stopping-place for the emperors on their visits to the ancestral shrines in Mukden. The place was occupied by the allied troops in 1900 in connection with the Boxer trouble, and while the troops remained, and for some time afterwards, the city enjoyed unexpected prosperity. The troops of Great Britain, France, Italy, and Japan again entered Shan-hai-kuan in 1911, because of revolutionary disturbances, and they still remain, Great Britain occupying the 1st, Italy the 2nd, France the 3rd, and Japan the 4th fort, which is nearest the station. The British, French, and Italian garrison quarters are connected with the city (*i.e.*, railway station) by a light railway.

Conveyances: Rikishas and palanquins, 30 cents a mile, \$1-1.50 a day; donkeys, half the above rates.

The city of Shan-hai-kuan. Between the station and the S. Gate of the castle city is the Nan-kuan Quarter, extending for half a mile,—a sort of overflow city, which contains inns and stores kept by Japanese. Shan-hai-kuan city consists of three parts,—*Hsien-chêng*, *Tung-lo-chêng*, and *Hsi-lo-chêng*. *Hsien-chêng*, or the city proper, is surrounded by a wall 40 ft. high, 20 ft. thick, and 3 m. in circumference. The wall is pierced by four two-story gates, facing the four points of the compass. The E. Gate, known as *Chêng-tung*, is 30 ft. high—the 1st floor is 60×30 ft., the 2nd story is 50 ft. wide, 25 ft. deep. On the upper story hangs the famous tablet (facing E.) already mentioned. The Great Wall, with an opening opposite the famous E. Gate, runs parallel to the E. side of the city wall. The view from the upper story of the E. Gate is glorious. It includes the districts inside and outside the Great Wall. The W. and S. Gates are constructed similarly to the E. Gate, the former containing a tablet with an inscription written by the Emperor Chien-lung (1744). The N. Gate, which was in the same style as the others, no longer exists. The city proper has two main streets running from gate to gate. In the central square at the crossing of the streets is the Belfry, which is 50 ft. square, 27 ft. high, the lower floor of which has two pathways crossing each other, continuing the main streets. In the upper floor the god *Wên-chang* is enshrined. Along the streets of the S. and W. sections are large stores and wealthy business houses. The Prefectural Government Office and Police Office are W. of the S. Gate; the High School is inside the W. Gate. The walls are surrounded by moats spanned by four bridges opposite each gate. *Tung-lo-chêng* is a walled quarter, E. of the city proper, outside the Great Wall. Its wall, 23 ft. high, 10 ft. thick, is pierced by the main E. and W. street, which ends in a storied gateway, known as the *Fu-yüan*, from which leads the great government highway to Mukden. The wall is further pierced by two water gates, and surmounting its two outside corners are two square towers. *Hsi-lo-chêng* is a quarter outside the W. Gate of the city proper. The wall of this quarter was never completed, and it has been allowed to go to ruin. The busiest part of Shan-

hai-kuan is the city proper, next *Nan-kuan*, outside the S. Gate, and then *Tung-lo-chêng* and *Hsi-lo-chêng*.

Population: About 80,000; foreign residents, 100, exclusive of the troops. **Public Buildings:** Prefectural Government Office, Police Office, High School, etc. **Hotels:** The one European hotel, known as the Railway Hotel, *Tieh-lu Fan-tien* (near the station), is a two-story brick building, with 15 rooms on the 1st floor, 20 rooms on the 2nd floor, \$7 up a day; *Yamato-kwan* or *Ta-ho-kuan* (Japanese style), in *Nan-kuan*,—\$5, \$3.50, \$2.50, midday meal (extra), \$2, \$1.50, \$1; **Chinese Inns:** *Tung-fêng*, *Hsin-chêng*, *Tung-shun*, etc.,—\$1 (1st cl.), 50 cents (2nd cl.).

Places of Interest. *Chang-chêng* 長城, or the Great Wall, starts from *Lao-lung-tou*, where the 1st fort is situated (at present occupied by British troops), and, running between the E. wall of the city proper and *Tung-lo-chêng* to *Chiao-shan* height, then follows the undulations of the valleys and ridges of various mountains to the *San-tao-kuan* Barrier-gate and to *Chiu-mên-kou* Barrier-gate. From the latter place the wall takes a general N. course along the boundary line between Inner Mongolia and the provinces of Chihli, Shansi, and Shensi, finally ending at *Chia-yü-kuan*, on the boundary between Kansu and Hsinchiang. From a point near *Hsüan-hua-fu*, Chihli, to N. of *Ning-wu-fu*, Shansi, the wall is double. In Kansu Province there is an offshoot to *Lan-chou-fu*, the capital of Kansu. The Great Wall, if measured in a straight line, would be 1,225 miles long, but when measured along its sinuosities, it is 1,500 miles long. This wonderful achievement of human labour was the conception of Emperor *Shih-huang* of the Chin Dynasty, who in 214 B.C., under direction of his famous general, *Mêng-tien*, determined to erect a formidable barrier along the north of his vast empire, as a defence against the inroads of the fierce barbarians of the North (regarded by some authorities as one branch of the ancestors of the people later known in Europe as the Huns).

Êrh-lang-miao, a temple on the summit of *Shou-shan* (5 m. N. W. of *Hsi-kuan*, by carriage as far as the foot of the hill), is in a beautiful spot with the silvery waters of the *Yü-shui* flowing along the foot of the hill, the sea in front and the mountains behind. It is becoming a popular summer resort for foreigners.

Chi-hsien-szu, also known as *Chiao-shan-szu*, is a famous Buddhist temple (dedicated to Kuan-yin Ta-shih), on *Chiao-shan* hill (1,300 ft.), 5 m. from the N. Gate of the city. There is a well—"Dragon Well" or *Lung-ching*—W. of the temple, the water of which is believed to have the power of curing diseases. The place commands a wide view of sea and mountains, of the upper waters of the *Shih-ho* in the valley below, and not far off of the *Êrh-lang-miao* temple, mentioned above.

Sea Bathing Place. Near the 1st fort and at the mouth of the Shih-ho there is an excellent sea-beach, flanked by a grove of poplars and pines, extending for $1\frac{1}{2}$ miles. The sea is clear and calm and the place is visited by many foreigners from Peking and Tientsin. *Hai-shên-miao* is a large temple near the beach, dedicated to the sea-god.

Wu-chüan-szu, 5 m. from the W. Gate, is a temple half-way up Mt. Wu-chüan, so called as five streams (or *Wu-chüan*) start from the mountain sides, all flowing into the Shih-ho. In autumn the tinted foliage is very attractive.

Hsüan-yang-tung, a famous cavern near *San-tao-kuan*, is 7 m. from the city, the path winding over hilly ridges and along the inside of the Great Wall, at one place going outside, then later passing inside again. The cavern is about 60 ft. deep. Drops of clear water constantly drip from the roof and collect in a pool. In the cavern are numerous stone images of Buddha.

From Shan-hai-kuan to Tang-shan. This is perhaps the most interesting section between Mukden and Tientsin. Leaving Shan-hai-kuan the train runs along a beautiful stream, the lower course of the Shih-ho. Trout of excellent flavour, obtainable in Shan-hai-kuan, are caught in this stream. Soon the last of the Great Wall is seen on the right, and with hills on one side and the sea on the other, the train speeds on through beautiful scenery.

Chin-wang-tao 秦皇島 (264.9 m. from Mukden— $12\frac{1}{2}$ hrs.) is an ice-free port on a small promontory on the coast of Po-hai, situated in 39° N. lat., 119° E. long., which has become popular as a summer resort. During the season, residents of North China go there to escape the summer heat and to enjoy the sea-bathing, and the golf links.



Sea-bathing Resort, Pei-tai-ho

History. Chin-wang-tao was opened to foreign trade upon China's own initiative in 1898, the actual opening, however, being in 1901. In 1900, foreign marines were landed here in connection with the quelling of the Boxer outbreak, and the piers which were then constructed were later much improved by the Kai-lan Mining Administration. In facilities of land and water communication, this port now has exceptional advantages.

Harbour Equipment. From the end of the promontory extend two wharfs, the larger one 1,860 ft. long, 60 ft. wide, with average depth of water 18 ft. ; the smaller 350 ft. long, 30 ft. wide, with 16 ft. of water-depth. After paying harbour charges to the Kai-lan Mining Administration, which owns these wharfs and their fittings, steamers moor alongside the wharfs, on which goods tracks are laid. Other modern features of the place are store-houses, a public water supply, a lighthouse, and a signal station.

Notable Buildings are the Police Office, Branch Custom-House, Post-Office, the Official Residences of the Kai-lan Mining Administration, William Forbes & Co., and the South Africa Colonization Co.'s Coolie Barracks, capable of holding 2,000 emigrants for the South African gold-mines. All these are built on an elevation, but the quarters for foreign sailors are located on the beach. **Hotel.** The only European-style hotel here is the *Rest House* (near the shore), managed by a European—\$5 up *per* day.

Chinese Quarters are N.W. of the elevation, and its 300 odd houses are used principally as temporary quarters in winter, when business is brisk. There are no permanent residences of native merchants of means—all the houses are of rough construction.

Trade. The total customs' returns for 1920 amounted to 17,179,000 Haikuan taels, consisting of imports of foreign goods, Tls. 3,500,000, and of domestic goods, Tls. 2,584,000, and export of domestic goods, Tls. 11,095,000. These figures show an increase over the two preceding years. Principal imports are cotton goods, kerosene, and cigarettes. In exports, Kai-ping coal constitutes 90% of the whole. Other export items include peanuts, dog hides, fire-proof brick, beef, and cattle—the last two going to Vladivostock.

Wên-chüan-szu, on Mt. Cha-pan-shan (from which flows the river Tang-ho), 8 m. N. of the station, is noted principally for its warm springs, *Wên-chüan*. There are four bath-houses, but the waters are only lukewarm and too cool for winter bathing. The place, however, is protected from cold blasts, being encircled by mountains, and the surroundings are altogether delightful. The temple was founded by a hermit in the Ming Period and is sadly in need of repair. There is a level road from Tang-ho station to the foot of the hill,—reached in 2½ hrs. by donkey.

From Chin-wang-tao to Pei-tai-ho, passing *Nan-ta-ssu*, the train runs somewhat farther away from the coast, but the scenery in the hilly country is attractive.

Pei-tai-ho 北戴河 (282 m. from Mukden, 241 m. from Peking) is the junction point of the branch line to Pei-tai-ho Beach, the most noted summer resort in North China. During the season, four daily trains are run from each terminal of this branch line.

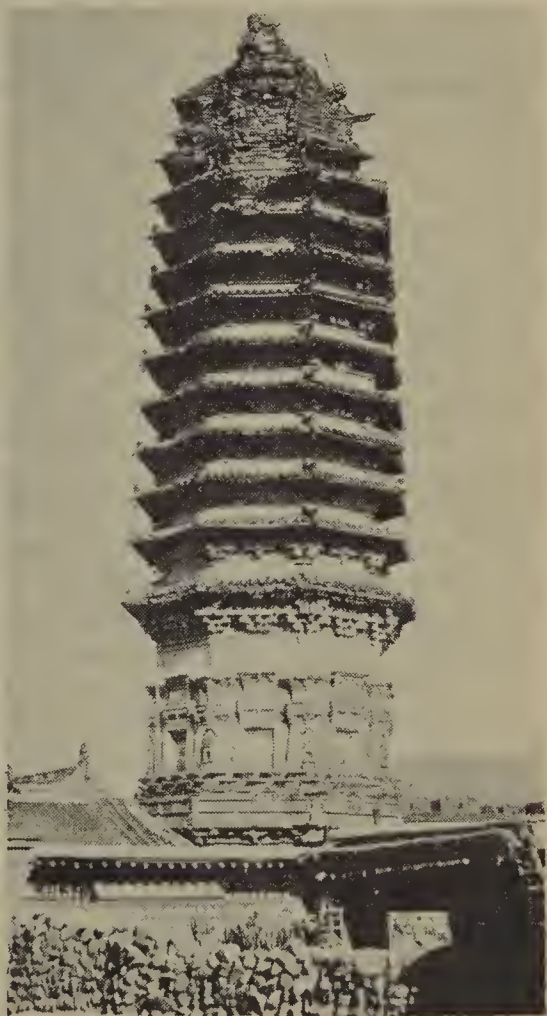
Pei-tai-ho Beach (13 m. from Pei-tai-ho) is situated on the Gulf of Pechili, along the shore of which for several miles are more than two hundred summer cottages and bungalows. The place, started about 25 years ago as a rest station for foreign missionaries, has grown rapidly on account of its cool sea breezes and picturesque scenery. Several beaches afford excellent sea bathing, and the recreation grounds maintained by the Rocky Point Association provide tennis and other games. The railway station is near Rocky Point, on which most of the residences are built.

Other districts are East Cliff and Lighthouse Point, east, and West End, west of Rocky Point. The Lotus Hills are much frequented by picnic parties, and pleasant excursions may be made from Peitaiho to the mountain districts in the North. **Hotels:** Peitaiho Hotel, Strand Hotel, Oriental Hotel. These are open only during the season. Charges: \$7 up a day.

Beyond *Pei-tai-ho* the scenery is varied by a succession of hills and farm lands. Before reaching the next station, Chang-li, on the right is a cone-shaped hill, known as *Kuan-yin-shan*, near the summit of which stands the temple of *Kuan-yin*. The ascent is steep.

Chang-li 昌黎 (299.3 m. from Mukden) is 1 m. from the town of the same name, at the S. foot of *Kuan-yin-shan*. The town is surrounded by walls. Its entrance gate with its ancient tower is interesting because of its archaic and singular construction. The town is the birthplace of the famous litterateur *Han Tui-chih*, or Chang-li, of the Tang Period (see p. 351). Here still live his descendants, said now to be of the 34th generation. A temple is dedicated to his memory. In the neighbouring regions excellent fruit is grown: grapes, pears, peaches, and persimmons, and also walnuts, etc.,—all important items of export.

Chang-li to Lan-hsien Leaving Chang-li and passing Anshan Station, on the left will be seen a solitary hill, on which



Ancient Tower of Chang-li

stands a temple. Some time after passing Shih-men, the next station, a high pagoda standing on an eminence will be noted. This is *Lan-hsien*, reached after crossing a steel bridge (2,600 ft. long) over a beautiful river, the *Lan-ho*, which rushes out of a wild, picturesque valley.

Lan-hsien 瀾縣, or Luan chou (321.3 m. from Mukden) is 3 m. from the city of Luan-chou, on the right bank of the river Lan-ho. The place was well known in olden times for the red carp caught in the river, but at present it is known especially because of a large coal-mine in the neighbourhood. The mine was first worked by a native company and the output was small, but since amalgamation in 1912 with the Kai-ping Mines under the Kai-lan Mining Administration, the output has greatly increased. *Means of Conveyance*: Palanquins, *per* mile, 20 cents; donkeys, 15 cents.

Public Buildings: Post-Office, Telegraph-Office, Police Office, Chamber of Commerce—all near the station; Luan-chou Government Office, Post-Office, Police Office, Salt Office, Telegraph Operators' Training Institute, Girls' School, Elementary School, Protestant Mission Church and Schools,—all in the city. **Inns**. *Tê-shun-tien*, *Yü-ho-chan* (both near the station)—lodging and 2 meals, 80 cents.

Places of Interest. *Hêng-shan*, a hill 1 m. N. W. of the station. At its foot is an old Imperial villa where the famous Emperor Chien-lung (18th century) twice stayed, a fact commemorated by a stone tablet, on which are inscribed poems written by the Emperor. On the hill top is a Buddhist temple, *Ta-chiac-szu*, which commands an excellent panoramic view of the surrounding regions. The river Lan-ho is navigable by junks as far as *Luan-ping*, a distance of 230 miles. Lan-chou is the first place of importance reached from the mouth of the river, then in succession are Yung-ping, Hsien-an, Tai-ping-ying, Sha-fu-chiao, and Chêng-tê, or Jehol, where the celebrated Imperial summer palace is located—and finally Luan-ping. Up-stream the junks carry rice and miscellaneous goods; down-stream, stone, poplar timber, and fruit. The junks engaging in this traffic number about 3400, covering the distance between Lan-chou and Luan-ping in 12 days (at the rate of 12 m. a day) when going up stream, and in 4 or 5 days (at the rate of 25-30 m. a day) coming down.

Lan-hsien to Tang-shan. Beyond Lan-hsien the road runs through wide plains relieved by low hills, and, as Tu-tze-tou station is passed, tall chimneys are seen belching smoke—those on the left belonging to the Ku-yeh Mine, on the right to the Lin-hsi Mine. These are known as the Lan-chou Mines. Short colliery lines run from Ku-yeh station to each place. The next station from Ku-yeh is *Wa-li*, after which on the right is a long range of low hills, from the farther extremity of which rise volumes of smoke. This is the famous Kai-ping Mine. From Kai-ping station a colliery line, going round the W. side of the walled town

of Kai-ping, runs to the mine. Beyond Kai-ping and also to the right, more chimneys are seen sending off smoke. These belong to the Tang-shan Mine, which is situated among low hills of reddish colour.

Tang-shan 唐山 (3549 m. from Mukden—15 $\frac{2}{3}$ hrs) sprang into importance on account of the rich coal-fields in its neighbourhood. The coal-mines at Lan-chou, Kai-ping, and Tang-shan, under the management of the Kailan Mining Administration, produced 3,176,469 tons in 1917, according to the *China Year Book*, 1921-2. About half of the output is exported *via* Chin-wang-tao to Japan, Shanghai, Hongkong, and Singapore. The coal is bituminous, classed as lump and powder coals, and is suited for steamers, locomotives, and factories. It makes especially good coke. Its large importation into Japan is due chiefly to the last-named fact, as well as to its comparative cheapness.

Kai-lan Mining Administration. The coal-mine company, originally called *Kai-ping Kung-wu-chü*, or Chinese Engineering and Mining Co., was formed by the Chinese in 1878 with the object of supplying coal to the Provincial Arsenals and to the China Merchants' Steam Navigation Co. The capital of the company at first was Tls. 800,000—afterwards increased to Tls. 1,000,000. The company first worked the Tang-shan seams and next those of Lin-hsi. Piers were constructed for its own use at Tangku, Tientsin, Shanghai, Hongkong, and other places, and steamers with an aggregate tonnage of about 7,000 tons were purchased. In 1899 the output exceeded 750,000 tons. At the outset of the Boxer rising in 1900, the company was sold to a British firm. Under the new management the capital was increased to £1,000,000, and the organization was thoroughly readjusted. Chin-wang-tao harbour was reconstructed for the greater convenience of steamer loading, and a brick-yard was established at Tang-shan. In 1912 the company was merged with a Chinese colliery company working the Lan-chou coal-field, and the present name, *Kai-lan Kung-wu-chü*, was adopted. At this time the capital of the company was increased to £2,000,000, which together with loans amounting to £5,000,000, greatly strengthened the financial power of the company. The works are constantly being expanded, and the output for the year ending June 30, 1920, was 4,201,888 tons.

Tang-shan City, extending a mile N. W. of the station, is a fast growing place. *Conveyances*: Rickisha, 15 cents a mile. *Public Buildings*:—Post-Office, Police Office, Weights and Measures Office, Salt Office, Chinese Hospitals, Kai-lan Mining Administration Office, Dispensary for Female Patients, Hygienic Office, Schools (5), Catholic and Protestant Churches, etc. *Inns*. Near the station: *Hêng-fa*, *Yü-fa*, *Tung-fa*, *Tien-tai*; about 50 cents a day (for room and 2 meals). *Restaurants*: *Yang-chêng-hsüan*, *Ching-ho-yüan*, *Fu-ho-yüan*.

Places of Interest *Mt. Tang-shan* (also known as Fêng-huang-shan), 2 m. N. of the station, has two Buddhist temples on its summit. In one of these temples is a deep cave, which the natives believe to be several miles deep, reaching to the centre of the earth. The hill is surrounded by a stone wall, 6 to 7 ft. high,—believed to have been built, during one of his expeditions, by the Emperor, *Tai-tsung* (middle 6th century) of the Tang Dynasty. At the foot of the hill is an old tomb, said to

contain the remains of a Tang general. *Hsing-kuo-szu* and *San-tai-yeh-miao* are temples W. of Mt. Tang-shan. Both stand in compounds overgrown by tall trees (pines and oaks). Near by are two wells which supply exceptionally good drinking-water. Many residents of Tientsin (both native and foreign) use the water from these wells. *Fête Days*: At Huang-ku-an ($\frac{2}{3}$ m. S. of the station), 5th day of the 5th month (Lunar calendar); at Yao-shên-miao (1 m. N. of station), 14th-16th of the 7th month; at Pao-shên-miao ($2\frac{2}{3}$ m. N.E. of station), 3rd-6th of the 5th month.

From Tang-shan to Tientsin. Leaving Tang-shan, the way for some time is over an extensive, wild plain, running parallel to a canal navigable for small river-craft. In the neighbourhood of Lu-tai are cultivated fields, the soil apparently fertile. Around *Han-ku* the country is a wild, dreary plain. At the end of this section a canal is crossed on a steel bridge and then the train, running on high embankments built above flood level, approaches a region famous for salt manufacture, the product being known as Chang-lu salt. Many large salt-fields, with their windmills, help to relieve the monotony of a dreary country.

From *Tang-ku* (see p. 39), the road runs close to the river Pei-ho, its course marked by a long stretch of trees. Coming to Tientsin, 30 m. above Tang-ku on the Pei-ho, the first object noted is a gilt monument commemorating the relief of the foreign legations in Peking in 1900.

Tientsin East (436 m. from Mukden— $19\frac{1}{4}$ hrs.). For Tientsin and neighbourhood see Route II.

From Tientsin to Peking. Leaving Tientsin East Station, and rounding the outskirts of the Russian, Italian, and old Austro-Hungarian settlements, it is 2.7 m. to Tientsin Central Station, which is also the western terminal of the Tientsin-Pukow Line. From there the train turns north-westward, through the famous Chihli Plain and runs almost parallel to the Pei-ho. Of the stations en route, *Yang-tsun* (453.9 m. from Mukden), *Lang-fang* (476.4 m.), and *Huang-tsun* (500.5 m.) were occupied by the allied armies in 1900. At *Feng-tai* (510.7 m.) the Peking-Mukden Line joins the Peking-Hankow Railway, and the Peking-Suiyuan Line also starts here. Feng-tai has therefore become an important market for exchanging the products of Mongolia for those of North and Middle China. Beyond Feng-tai, at *Yung-ting-men* (516.8 m.), which is outside the S. Gate of the Outer City, the first view of the massive walls of Peking may be obtained. The terminal station is in the Outer City, just outside the *Chêng-yang-mên* gate of the Inner City, being known as the Peking Chêng-yang-mên, or Chien-men Station. The Chêng-yang-mên gate is the S. entrance to the Inner City, in which, close to the gate, the Legation Quarters are situated.

Route II. Tientsin,*—Tang-ku and Ta-ku.

Arrival. Travellers by rail from Mukden, Peking, Tsing-tau, or Nanking, arrive at one of the two stations where all express and mail trains stop, *viz.*, the Tientsin East station, or the Central station. The former, which is near the foreign settlement quarters, is also known as the East Station (*Lao-lung-tou Huo-ché-chan*), the latter, near the native city, is known as the *Tsung-chan* or Central Station. **Motor Cars, Carriages, etc.** At these stations are motor cars (\$3 an hour), rickshas (10-50 cents) and carriages (\$1-3) for conveyance to any place in the city. **Electric Tramway.** Two lines lead from the neighbourhood of East Station,—one through the Russian, Italian, and old Austro-Hungarian settlements, *via* Chin-tang-chiao bridge and Ho-yen-ma-lu to Pei-ta-kuan, there joining the line on the site of the old native city wall; the other through the French and Japanese settlements to Pei-ta-kuan, where it joins the line first mentioned and the line surrounding the old native city. Another line, starting from Pei-ta-kuan, leads to the Bund, French Settlement. On these four lines the fare is 4 cents for any distance, except on the line surrounding the old native city, on which the fare is 3 cents.

Travellers arriving by steamer disembark either at the Ta-ku Anchorage *via* steam-launch for Tang-ku, or at a wharf in the foreign settlement, Tientsin, depending upon whether the steamer anchors at the former, or reaches the latter by going up the Pei-ho (Pai-ho). All steamers of the Osaka Shosen Kaisha stop at the wharf; those of the Nippon Yusen Kaisha at the anchorage. Ships of the China Merchants' Steam Navigation Co., Indo-China Steam Navigation Co., and China Navigation Co., etc., stop irregularly at one or the other. (For particulars see pp. 28, 39.)

Hotels. Astor House Hotel (Pl. J 9), also called *Li-shun-tê* (in Victoria Road, British Settlement), a three-story building with more than 150 rooms, is the largest and best equipped (American plan)—\$16 (special), \$10 (1st cl.), \$8 (2nd cl.); Imperial Hotel (Pl. I 8), also called, *Yui-chung* (in French Settlement), is large and well-equipped (American plan)—\$9 (special), \$8 (1st cl.), \$7 (2nd cl.); Queen's Hotel, also called *Kuei-tê* (on the Bund, British Settlement), with 30 rooms (American plan)—\$6 (1st cl.), \$5 (2nd cl.); Hotel de la Paix, also called *Ta-lai* (in Rue du Consulat, French Settlement), with 50 rooms; Belmont Hotel (near East Station); Court Hotel or *Hung-kuang Fan-tien* (in Victoria Rd. and the Bund), etc. **Japanese Hotels:** Tokiwa Hotel or *Chang-pan* (Pl. H 8; in Kotobuki gai, Japanese Settlement), with 7 rooms in Japanese style (with European reception and dining rooms), \$6-10 (with meals); Fuyō kwan or *Fu-jung-kuan* (in Miyajima-gai, Japanese Settlement), with 10 rooms, \$3.50-5; Tokiwa Hotel (in Hanazono-gai, Japanese Settlement)—\$4-6; Yayoikan, and Matsushimakan (in Matsushima-gai, Japanese Settlement)—\$2-4; etc. **Chinese Inns** (*K'o-chan*): Fo-chao-lou and Chang-fa (in French Settlement), Yung-ho (in Russian Settlement), Fu-hsing-chan (in Ho-pei Ta-hu-tung), Tê-i-lou (in Asahi-gai, Japanese Settlement), Lo-li Lü-kuan, Hua-li Lü-kuan (in Japanese Settlement). These are the better class houses, patronized generally by officials and gentry; tariff 50 cents to \$1 (room and 2 meals).

* 天津 ("Ford of Heaven")

Restaurants. *European Food:* Astor House, Imperial Hotel, etc.; Tê-i-lou (in Japanese Settlement), Hua-hsin Fan-tien (in Nan-shih), Kuang-lung-tai (in French Settlement)—\$1.50-3. *Japanese Food:* Shikishima or *Fu-tao* (in Japanese Settlement) is a large establishment, where banquets are often held—\$2.50 upward; Kôbe-kwan or *Shên-hu-kuan* (also in Japanese Settlement)—tariff, same as at the Fu-tao.

Chinese Food: There are different styles of cuisine, named after the respective places, *viz.*, Tientsin cuisine, Ningpo cuisine, Canton cuisine, etc. The following are well-known houses: *Tientsin cuisine*, I-ho-chêng (in Nan-shih), Chû-ho-chêng (in Nan-shih), Chû-ching-chêng (in Kuei-chia-Hu-tung); *Ningpo cuisine*, Chû-fêng-yuan (in Asahi-gai, Japanese Settlement); *Canton cuisine*, Ling-nan-lou (in Nan-shih); *Mohammedan (Hui-hui) cuisine* (in vogue in N.W. provinces), Hung-ping-lou (in Asahi-gai, Japanese Settlement), Ping-yen-lou (in Lo-Hu-tung); *Shantung cuisine*, Chüan-chü-tê (in Nan-shih); \$5 to 30 for a table for 4 to 8 persons; a simple meal for 1 person, \$1 or a little more.

Foreign Consulates: American (Victoria Rd., British Settlement; Pl. 33, I 9), Belgian (Race Course Rd., British Settlement; Pl. I 10), British (corner of the Bund and Consular Rd., British Settlement; Pl. 29, I 9), Danish (at the Russian Consulate), Dutch (Race Course Rd., British Settlement), French (Rue de Consulat. French Settlement; Pl. 22, I 8), Italian (in Italian Settlement; Pl. H 7), Japanese (Sakae-gai, Japanese Settlement; Pl. 9, G 8), Norwegian (Taku Rd., British Settlement), Portuguese (at the Russian Consulate), Russian (in Russian Settlement; Pl. J9), Swedish (Consular Rd., British Settlement).



Tzu-chu-lin Wharf, Tientsin

Banks (*Yin-hang*): *Foreign*:—Banque de L'Indo-Chine (*Dong-fong Woi-li*, Rue de France, French Settlement), Banque Belge Pour L'Etranger (British Settlement), Asia Banking Corporation (French Settlement), Chartered Bank of India, Australia, and China (*Mai-chia-lee*, Victoria Rd.; Pl. 30, I 9), International Banking Corporation (British Settlement), Honkong and Shanghai Banking Corporation (*Hui-fêng*, the British Bund; Pl. 26, I 8), Russo-Asiatic Bank (*Wah-ngo-Tao-shing*, corner of Victoria and Consular Rds.; Pl. 28, I 9), Yokohama Specie Bank (*Hong-pin Cheong-chin*, corner of Victoria and Bristow Rds; Pl. 27, I 9).

Chinese: (1) Modern banks:—Chung-kuo Yin-hang or Bank of China (in the French Settlement); Chiao-tung Yin-hang or Bank of Communications (*Pei-Ma-lu*; Pl. 2, F 6). (2) Old style banks: *Yü-yüan* and *Yü-fêng*, under government control, issuing notes convertible into *Pei-yang* dollars, Hongkong dollars, or *Kung-fa-ping* taels. (3) Private mints, or *Lu-fang*,—*Man-fêng-hao*, *Chung-yü-hou*, *Yung-kang-hao*, *Ching-yüan-jui*, *Hai-ta-hao*, *Kung-hsin-hao*—manufacturing *Tientsin Yüan-pao* (a kind of Shoe Silver), either on their own account from silver bullion purchased, or at the request of native banks (*Yin-hao* and *Chien-pu*)—receiving a commission of \$2 per \$1,000. (4) *Hui-piao-chang*, or simply *Piao-chung*, (also known as Shansi banks) managed by Shansi bankers with many correspondents throughout China. *Hsieh-chêng-chien*, *Wei-tai-hou*, *Yü-yüan-yung*, and *Wei-fêng-hou* are the best known among the twenty-six of these banks in Tientsin. (5) *Yin-hao* and *Chien-pu*. These are exchange brokerage houses which also buy and sell money, with this difference between the two, that while the former engage only in transactions amounting to more than 1 dollar or tael, the latter will engage in smaller transactions. *Jui-shêng-hsiang*, *Jui-lin-hsiang*, and *Hui-fu-hsiang* are the better-known houses among the *Yin-hao*; *Hêng-yü-hao*, *Yung-li-hao*, *Tê-chêng-i*, and *Tung-ching-chang* among the *Chien-pu*. These houses issue, promissory notes, payable in silver dollars. (6) Pawn-brokers, or *Tang-pu*, are numerous throughout Tientsin. They advance temporary loans at 2% a month when the pawn consists of clothing, 3% in the case of other articles.

Money. The currency circulating in the Tientsin market consists of the following kinds: "Shoe Silver" or *Yüan-pao-yin*, "Tael Notes" or *Yin-piao*, "Silver Dollars" or *Yüan-yin*, "Dollar Notes" or *Piao-tzu*, "Small Silver Pieces" or *Hsiao-yin*, "Copper Cents" or *Tung-tzu-êrh*; of these the first two (old native money) are being gradually displaced by the other kinds.

(1) *Yuan-pao* is called "Shoe Silver" by foreigners from its resemblance to a shoe. Two kinds circulate in Tientsin: *Pai-pao-yin* (fineness, 985) and *Hua-pao-yin* (fineness, 992), issued by the *Tientsin Lu-fang* (silver house). The former is

used chiefly in paying taxes, the latter in ordinary trade. The smaller "Shoe Silver" pieces of 1, 5, and 10 taels, which formerly were quite common, have of late been largely replaced by modern silver pieces.

(2) *Yin-piao* are tael notes, at present consisting of those issued by the Russo-Asiatic Bank and the Chartered Bank of India, Australia, and China,—these, since 1900, have largely displaced the notes issued by the native silver houses. The tael notes consist of 5, 10, 50, and 100 tael pieces.

(3) *Yüan-yin*, popularly known as *Ta-yang*, are silver dollars: the *Pei-yang* (issued by the *Pei-yang Yin-yüan-chü*), Mexican (imported from Mexico), and *Chung-hua-kuo-pi* (with the effigy of Yuan Shih-kai) issued by the Chinese Government Mint. All these circulate on an equal basis.

(4) *Dollar Notes*, popularly known as *Piao-tzu*, comprise the denominations of 1, 5, 10, 25, 50, and 100 dollars, issued by the Hongkong and Shanghai Banking Corporation; Chartered Bank of India, Australia, and China; Yokohama Specie Bank; Russo-Asiatic Bank; Banque de l'Indo Chine; International Banking Corporation; Bank of Communications; and Bank of China.

(5) *Hsiao-yang* are small subsidiary coins, consisting of 50 cents (5 chiao or 5 mao), 20 cents (2 chiao or 2 mao), 10 cents (1 chiao or 1 mao), and 5 cents (half chiao or 5 fên). The exchange value of these coins as against dollars fluctuates slightly from day to day (*e.g.*, 110 or 120 cents for 1 dol.). There are many counterfeits among them. Besides the above there are the subsidiary coins *Ta-yang* (with the effigy of Yuan Shih-kai). These are exchangeable everywhere in China at the rate of ten 10-cent pieces for one dollar.

(6) *Copper Coins*, known as *Tung-yüan* or *Tung-tzu-rh*, consist of 2 fên (cents), 1 fên (cent), and 5 li ($\frac{1}{2}$ cent) pieces. The 1 cent copper coins (1 fên copper piece = 10 chih-chien, or old copper cash) are exchanged for small silver pieces at the rate of 150 coppers for 10 chiao or 10 cent pieces—subject to fluctuations.

Measures and Weights. Long Measure: There are two units of long measure in common use,—the tailor's *chih* (13.14 English inches) and the carpenter's *chih* (12.35 inches).

Capacity Measures: There are no reliable measures of capacity; those in use, made by private houses, being exceedingly crude in workmanship and unreliable. Most articles are bought and sold by weight.

Weights: There are two kinds of scales in use in Tientsin: the *Tientsin Hang-ping* and *Tientsin Kung-fa-ping*. The former is used in the foreign settlement, the latter in the native town, the difference between the two being that 105 *liang* of the former and 104.5 *liang* of the latter are each equal to 100

liang of the *Hai-kuan* (maritime customs) scale or to $8\frac{1}{3}$ English pounds.

Post-Offices. Tientsin General Post-Office (*Yu-chêng Tsung-chü*; Pl. 24, I 8) in the French Settlement, has 18 branch offices throughout the city. In the city there are 6 mail deliveries daily, 3 in the suburbs. Mail is dispatched three times a day to Peking, twice to Pao-ting-fu, once to Hankow, once to Shan-hai-kuan, and once to Shanghai.

Telegraph. The Tientsin Office of the Chinese Telegraph Administration, or *Chung-kuo Tien-pao-tsin-chü* (Pl. 19, I 8), is in the French Settlement. Messages are dispatched either by China's own land lines or by the Great Northern Telegraph Co.'s cable lines. Concerning the charges, which are not made according to a uniform rule, the traveller is advised to make inquiries at the office in each case.

Telephone. The Tientsin General Telephone-Office (Cheng-li, Pl. 3, F 6) has an exchange office in the settlement quarters; subscription charge, \$4 a month; charge for long distance connection (conversation unit of 4 min.), with Peking, 80 cents.

Foreign Firms:—

General Storekeepers: Hall & Holtz or *Fuh-li*, Jacques & Co. or *Kung-i*, E. Lee or *Yi-li*, Whiteaway, Laidlaw & Co. or *Way-loo*—in the British Settlement; Aux Nouveautés (M. Powell & Co.), Busai & Co. or *Wu-chai*,—in the French Settlement; Yamatama-gō or *Shan-yü-hao*, Tamai Yōkō or *Yü-ching*, Katō Yōkō or *Chia-têng*, (Pl. 11, G. 8)—in the Japanese Settlement.

Publishers and Printers: Tientsin Press Ltd. or *Tientsin Yin-tzu-Kuan* (Pl. 38, J 9), acts also as agent for Reuter's Telegraph Co.; Chung-tung Lithographic Works—in the Japanese Settlement. **Watches and Clocks:** Vrand & Co., Ullmann & Co.—in the French Settlement; Kashimura Yōkō or *Chien-tsun Yang-hang*—in the Japanese Settlement. **Transportation Companies and Agents:** Butterfield & Swire or *Tai-Koo*, (Pl. 32, I 9), Jardine, Matheson & Co. or *E-wo*, (Pl. 31, I 9), Carlowitz & Co. or *Li-ho*,—in the British Settlement; Osaka Shōsen Kaisha or *Ta-pang* (Pl. 20, I 8), Nippon Yūsen Kaisha or *Yu-chuan* (Pl. 23, I 8), International Sleeping Car Co., in the French Bund.

Export and Import Traders: Forbes & Co. or *Jin-chee*, Arnhold, Karberg & Co. or *Jui-chi*, Molchanoff, Pechantnoff & Co. or *Foo-chang*,—in the British Settlement; Racine & Co. or *Li-hsing*,—in the French Settlement; Mitsui & Co. or *San-ching* (Pl. 11 8), Okura & Co. or *Ta-tsang*, Busai & Co. or *Wu-chai*, Nippon Menkwa Kabushiki Kaisha or *Yu-chuan*,—in the Japanese Settlement.

Photographers (or *Chao-hsiang-kuan*): Busai or *Wu-chai*—in the French Settlement; Yamamoto or *Shan-pen*—in the British

Settlement; Kōno or *Ho-yeh*, (where large albums containing photographs of the chief sights in China are sold), Chū-yū, or *Chung-yü*,—in the Japanese Settlement.

Chinese Firms: *Dealers in Silk Goods:* Jui-lin-hsiang, Jui-shêng-chin, Tun-ching-shêng, Yüan-lung, Ching-fêng-chêng,—in Ku-i-chieh, native city; Lao-chiu-chang—in the Japanese Settlement. *Jewellers:* Hêng-li, Wu-hua-lou—both in the Japanese Settlement. *Druggists:* Wan-chüan-tang, Jên-yü-tang—in Ku-i-chieh; Jui-chih-tang, Pao-hsin-tang, Tung-hsin-tang—in Chên-shih-chieh; Hui-chün Yao-fang—in Pei-Ma-lu. *Dealers in Tea:* Ta-yu-hao, I-shêng-tai—in Ku-i-chieh; Yü-Shêng-hao, Tien-hua-tai—in Pei-Ma-lu. *European Goods:* Fan-yung-ho, Ching-fêng-chêng—in Ku-i-chieh; Tu-shên-yü, Kung-shêng-chêng, Chü-yüan-chêng—in Chên-shih-chieh.

Situation and History. The city of Tientsin, situated in lat. 39° N., long. 117° E., is the most thriving treaty port of North China, corresponding in importance to Shanghai in the south. The city is built on the silt deposited by the Pei-ho, flowing from the N.W. through the rich plains of Chihli Province, and the Grand Canal, which carries a part of the muddy waters of the Huang-ho. The confluence of the Pei-ho with the Grand Canal is called San-cha-kou, and from there down the Pei-ho is generally known as the *Hai-ho*. The city, with the native and settlement quarters, is located on both banks of these streams, at San-cha-kou. Tientsin is the natural gateway to Peking, from which it is distant about 86 m. by rail.

The Tientsin district was known in ancient times as *Chichou*, under the Hsia Dynasty (2205–1756 B. C.), and as *Yuchou* in the time of the Chou Dynasty (1122–249 B. C.). The origin of the city can be traced back to A. D. 1368, in the Ming Period, when a frontier garrison, called the Tientsin Wei-chêng, was established there. The town gradually grew as emigrants came in from Fuhkien, Kwangtung, Kiangsu, and Shantung. The town's defence was first made secure by a wall built in 1404. In 1858 a Commercial Treaty was signed here between China, Great Britain, and France. But, as the Chinese Government at Peking refused to ratify that treaty within one year, as stipulated, resisting by force the landing of the British and French representatives, Tientsin was bombarded in 1860 by the allied forces of Great Britain and France, who finally marched on Peking. Tientsin was then opened to foreign trade through the treaty which restored peace between China and the Allied Powers. In 1900, on the outbreak of the Boxer trouble, Tientsin was occupied by the armies of Japan, Great Britain, France, the United States, Germany, Russia, and other countries. Many of these countries still keep garrisons there to ensure peace. Exclusive settlements were assigned to different powers: Great Britain,

France, Japan, Germany, Austro-Hungary, Italy, Russia, and Belgium. Among these the British and French settlements, being the oldest, are the most prosperous. The Japanese Settlement is fast growing in prosperity—the other settlements are as yet quite backward. Great improvements have been made in the old native quarters. The old wall has been razed and in its place has been constructed a wide modern road, on which electric cars are run—and water-works have been built. After the World War, the German and Austro-Hungarian settlements, now known as the “Special District,” reverted to China.

Li Hung-chang, one of the most noted diplomats of China, made Tientsin his residence, and as Viceroy of Chihli Province and being in high favor with the Court at Peking, ruled over his domain like a feudal lord. Under his leadership and patronage many reforms were instituted, and Tientsin became known as the most progressive city in China. He inaugurated experiments on educational lines and in a reorganization of the army—the best of which were further matured and utilized later by Yuan Shih-kai, the famous viceroy's protege, who was one of the ablest presidents of the Chinese Republic.

General Description of Tientsin. The city of Tientsin, covering about 5,414 acres, consists of the foreign settlements under their several exclusive jurisdictions and of the native town, the larger part of which was surrounded by walls until 1900, when most of them were demolished by the bombardment of the foreign investing armies. *Foreign Settlements.* The foreign exclusive settlements originated in 1860, when the Chinese Govt. leased lands to Great Britain and France, to be under their separate jurisdictions. These lands, known under the general name of *Tzu-chu-lin*, are situated S. of the old town, on the right bank of the Hai-ho. Later on (in 1900) Germany and Japan obtained lands under similar conditions,



Gordon Hall, Victoria Road, Tientsin

the former on the E of the British Settlement, the latter W. of the French Settlement. Russia, Austro-Hungary, Italy, and Belgium also obtained lands on the left bank of the Hai-ho.

The British Settlement (Pl. I 9) comprises about 950 acres. The Bund along the river is a splendid esplanade. On it are located the British Consulate, Tsin Hai-kuan (Maritime Customs; Pl. 25, I 8), Hongkong and Shanghai Banking Corporation, Tientsin Club, Queen's Hotel, and large shipping agencies, such as Butterfield & Swire, Jardine, Matheson & Co., Chao-shang-chü (China Merchants' S. N. Co.; Pl. 31, I 9). On the river side of the Bund is a wharf for steamers. The most important street in the British Settlement is Victoria Road. On this street fronting Victoria Park are located the Astor House Hotel, and Gordon Hall, named in honour of General Charles ("Chinese") Gordon (see Index) who planned the British settlement. It was in Gordon Hall that a large number of foreign residents took refuge at the time of the Boxer outbreak (1900). The Yokohama Specie Bank is also situated on Victoria Road.

The French Settlement (Pl. I 8), N.W. of the British Settlement, contains 250 acres. It is traversed by two lines of electric tramway, one leading to the East Station, the other to the Bund. These lines are branches of the line starting at Pei-ta-kuan, which, after passing through the Japanese Settlement, separates upon entering the French Settlement. Along the streets traversed by these lines and in other important streets are located the French Consulate, Roman Catholic Church (with its mission school and hospital), Chinese Post and Telegraph Offices, as well as many attractive shops.

The Japanese Settlement (650 acres; Pl. G 8) is bounded by the river, the French Settlement, and the native town. The busiest street is Asahi-gai, traversed by the tramway line. In this street are Kyōritsu Hospital, grocery stores, jewellers, druggists, and theatres (Chinese). Kotobuki-gai (on which is situated the Mitsubishi Trading Co's Office) and Yamaguchi-gai (on which are the offices of the Mitsui Bussan Kaisha, and Okura & Co.) are also flourishing streets. So also is Fukushima-gai, which crosses the three streets above named. *Yamato Kōen* (Pl. G 8) is a large park (6 acres), containing the Ijūin Band Stand, a monument commemorative of the war of 1900, the Public Hall, Club, and Library. The Japanese garrison barracks are located S.W. of Fukushima-gai.

The Belgian Settlement (219 acres; Pl. L 11) is exceedingly backward in its growth, the buildings there consisting merely of a few warehouses by the river bank, and a marine signal station.

The Russian Settlement (Pl. J 9), covering 916 acres, is located on the left bank of the Hai-ho, opposite the French and British settlements. Close by is the Tientsin East Station of the Peking-

Mukden Line, and here meet the two tram lines from the native city, one coming *via* the French Settlement, the other through the old Austro-Hungarian and the Italian settlements. In the E. section, which fronts the British Settlement, is a park with many large trees which afford pleasant, shady walks in summer. The Russian Consulate is located in the park.

The Italian Settlement (III acres ; Pl. II7), lying between the Russian and old Austro-Hungarian settlements, contains very little of interest. The Italian Consulate and the Barracks are almost the only European buildings.

The former German Settlement (500 acres ; Pl. J II) is S.E. of the British Settlement. It has several excellent streets. A large, handsome building on the Bund, originally intended for a college, was used as garrison barracks. At one end of Wilhelm Strasse is a monument to the soldiers who fell in 1900, and in its neighbourhood were located the German Consulate, German Club House, etc.

The former Austro-Hungarian Settlement (Pl. G 6), containing 184 acres, embraces a native quarter called *Ho-tung*, a former suburb of Tientsin City, E. of the river. This settlement, as mentioned, is connected by a bridge (Chin-tang-chiao) with the flourishing section of the native city called *Tung-mên-wai*, and this, together with the fact that it includes Ho-tung (or "the Eastern side of the river"), may bring it prosperity. Among the notable buildings are those formerly occupied by the Austro-Hungarian Consulate, the Barracks, Chinese Post-Office, a Pazaar, and Shansi-hui-kuan (Guild-house).

Native City. The native city of Tientsin consists of various sections, altogether covering about 1,634 acres. (1) The central section, *Chêng-li*, or "Town Within the Walls," is so called because it was enclosed by a strong rectangular wall until 1900, when a large part of it was destroyed by shells from foreign guns. The wall, as stated, has since been razed and its site turned into esplanades (called East or *Tung-Ma-lu*, West or *Hsi-Ma-lu*, South or *Nan-Ma-lu*, and North or *Pei-Ma-lu*), making an excellent carriage drive, along which is an electric tramway. The *Ku-lou*, at the cross streets in the centre of Chêng-li, is an ancient structure worth seeing. (2) *Chêng-wai*, or the "Section Outside the Walls," consists of the districts outside the E., W., N., S., and S.W. gates, the more prosperous parts being those outside the E. and N. gates. These, known respectively as *Tung-mên-wai* and *Pei-mên-wai*, located between Tung-Ma-lu and Pei-Ma-lu, or the E. and N. esplanades, and the river, constitute the business quarter of Tientsin. In Tung-mên-wai is the famous shrine *Niang-niang-kung*, surrounding which are two busy streets, Kung-nan and Kung-pei. Along the river bank is a broad street, on which tram-cars run,—the street in

one direction is connected by a bridge with Lao-lung-tou, the main street leading to East Station, *via* the old Austro-Hungarian and the Italian settlements, and in the opposite direction leads to the new esplanades on the site of the old walls at the junction of Pei-Ma-lu and Tung-Ma-lu. On Pei-mên-wai, facing Pei-Ma-lu, an esplanade on the site of the N. wall, are the Bank of China and Bank of Communications, the Min-Yüeh Hui-kuan (Guild-house), and the Shang-wu Tsung-hui (Chamber of Commerce). The well-known street, Ku-i-chieh (or "Clothes-selling Street"), which runs parallel to Pei-Ma-lu, is lined on both sides



French Concession, Tientsin

by rows of shops selling cotton cloth, silk fabrics, clothing, furs, jewelry, and miscellaneous articles. It is the busiest street in Tientsin. The street running N. from the site of the former N. Gate to Pei-ta-kuan is Pei-mên-wai; this and two other streets branching off from it to the left, Chên-shih-chieh and Tai-ping-chieh, are flanked by the residences of wealthy merchants. Outside the former W. Gate are Ching-chên-szu (a Mohammedan temple), Tientsin Hsi-i so (Handicrafts' Training Institute), and Hua-yüan ("Floral Garden"). It may be stated that at the S. Gate and its approaches the allied armies suffered great casualties in 1900 while trying to enter the city. The broad street running S. from the former S. Gate leads to the Japanese garrison quarters. (3) Ho-pei, or the "Section N. of the S. Grand Canal," is reached from Pei-mên-wai by crossing a bridge (Pei-fou-chiao) over the Canal. Ho-pei-Ta-chieh, the main street leading from the iron bridge, Chin-hua-chiao, below the Pei-fou-chiao bridge,

is a new and thriving street reaching as far as the main course of the river Pei-ho (known also as the N. Grand Canal). (4) Shih-tzu-lin and (5) Chin-chia-yao are sections E. of Ho-peï, within a large bend which the Pei-ho (N. Grand Canal) makes before it joins the South Grand Canal at San-cha-kou. In Shih-tzu-lin is the Roman Catholic cathedral, near the E. end of which stood the *Shui-shih-ying Fortress*, which in 1900 poured shells with deadly effect on the foreign armies stationed in the neighbourhood of Tientsin East Station. The fortress has since been demolished. Near the cathedral is a government hospital. (6) Yao-wa, on the opposite side of the Pei-ho, reached by the bridge (*Chin-kang-chiao*), is a new town quarter, laid out in modern style under the Viceroy, *Yüan Shih-kai*. In it are the Provincial Governor's Yamen and other official buildings: the Arsenal, Ho-peï Public Park, Sun's Floral Garden, Li Hung-chang's Temple, Botanical Garden, etc. A broad street, running from Chin-kang-chiao along the left bank of the Pei-chia-lou, leads to the Central Station. (7) Ho-tung and (8) Hsiao-kuan, streets near the old Austro-Hungarian Settlement, (9) Liang-chia-tsui, (10) Shao-kung-chuang, and (11) Tung-chia-lou, streets on the left bank of the South Grand Canal, practically out of touch with the native life of the city, show little signs of growth.

Population. According to the census of 1919, Tientsin then had a native population of 750,000. The foreigners numbered 8,674, distributed as follows:—Japanese 4,750, British 1,324, Americans 1,234, Germans 229, French 247, Dutch 110, Russians 300, Austro-Hungarians 10, Italians 108, Portuguese 6, Norwegians 4, Danish 43, Swiss 85, others, 224. Besides these, Tientsin has a large floating native population—about 30,000, coolies, who spend only the winter there, going out during the spring, summer, and autumn to country districts; and another 30,000, coolies, who come to Tientsin from Shantung, Honan, Shansi, Shensi, etc. in spring and return to their homes in winter.

Government Offices:—Civil Governor's Office (Hsün-an-shih Ya-mên) containing the departments of Education, Home Affairs, Industry, and Finance, at Chin-kang-chiao; Ho-peï Salt Transportation Office (Yün-yen Ya-mên; Pl. F 6) in Tsang-mên-kou, Chêng-li; Customs Inspector's Office (Hai-kuan-chien-tu Ya-mên), at Chin-hua-chiao, Ho-peï; Custom-House (Tsir Hai-kuan), on the Bund, French Settlement; Inland Customs Office (*Tientsin Chao-kuan*), in Tung-Ma-lu; Bureau of Foreign Affairs (*Chiao-shê-szu Kung-so*; Pl. H 3), in Hsin-Ma-lu, Ho-peï; Tientsin Prefectural Office, in Nan-Ma-lu (Pl. F 7); General Police Office (*Ching-cha-ting*), at Ching-tang-chiao; Tientsin Post-Office, in the French Settlement; Tientsin General Telegraph-Office, in Chêng-li; Tientsin Telegraph-Office, in the French Settlement; Industrial Bureau (*Chüan-yeh Kung-shu*), near Central Station.

Concerning *the government of the foreign settlements* it should be remembered that each nation owning an exclusive settlement has its own administrative office: *e.g.*, the British Settlement Municipal Council (*Ying-kuo Kung-pu-chü*); the French Settlement Municipal Council (*Fa-kuo Kung-pu-chü*); the Japanese Settlement Office (*Jih-pên Tsu-chieh-chü*), etc.

Communications. Railways. (1) The Peking-Mukden Line (522.6 m.). From East Station it is 435.2 m. to Fengtien Station (S.M.R.), Mukden, (18-19 hrs.; fare, \$26.15, 1st; \$16.35, 2nd). Here through tickets may be purchased for any important destination on the South Manchuria, Chosen, or Japan lines, and on the Russian lines in North Manchuria and Siberia. From East Station it is 86.6 m. to Peking (3 hrs.; fare, \$5.20, 1st; \$3.25, 2nd). Through tickets for any destination on the Peking-Suiyuan, the Tientsin-Pukow, and the Peking-Hankow Lines are purchasable at this station. For particulars concerning express rates, sleeping-berth charges, etc., see above lines, per Index.

(2) The Tientsin-Pukow Line starts from Tientsin Central Station and, skirting the city on its N.W. side, takes a S. direction, finally reaching Pukow on the Yangtze (628 m.). The line owns another station in the city, the Tientsin West Station, on the N.W. border of the city. This, however, being far from the centre of the city, serves only as a terminus for freight and mixed trains. All the Express and Through Mail Trains of the Tientsin-Pukow Line maintain connection with the corresponding trains on the Peking-Mukden Line, at Central and East stations. All the Express and Through Mails Trains of the Tientsin-Pukow Line make the last-named station of the Peking-Mukden Line their starting and terminal point, except the daily limited express from Peking, which goes through to Pukow.

From Tientsin East Station to Pukow (631.1 m.) a Through Express Train from Peking (sleeping and restaurant cars) and a Through Mail Train (restaurant car) are run daily. The entire distance is covered in 24½ to 31 hrs.; fare: Express, \$44.95 (1st), \$28.80 (2nd); Ordinary, \$38.35 to 25.50. To Chi-nan or Tsi-nan (220.5 m.) from Tientsin—8½ to 10 hrs.; fare: Express, \$15.70 (1st), \$10.05 (2nd); Ordinary, \$13.30 to 8.85. This line joins the Shantung Railway, running to the Po-shan and Fang-tzu mines, and to Tsingtau. For particulars relative to the Shantung Railway, see Route X.

Steamer Service. Tientsin has many steamer facilities, numerous lines running to Osaka and other ports in Japan and Chosen, and to Shanghai and other China ports. The sea communication, however, ceases during the winter months (December—March), when the Pei-ho is frozen. Chin-wang-tao, the ice-free port N. of Tientsin and connected with it by railway, is its

winter port. (See "Taku Anchorage," below). The following are the more important of the many lines running to Tientsin :—

Osaka Shōsen Kaisha Lines. (1) Osaka-Tientsin Line, *via* Kobe and Moji—4 trips monthly (ships mooring at Tzu-chu-lin, in French Settlement) ; *fare*, between Osaka or Kobe and Tientsin, ¥45 (1st), ¥20 (2nd), and between Moji and Tientsin, ¥40.

(2) Takao-Tientsin Line, *via* Keelung (Formosa), Foochow, and Shanghai, calling at Dairen on the return voyage, thrice monthly; *fare*, between Takao and Tientsin, ¥96 (1st), ¥64 (2nd) ; between Keelung and Tientsin, ¥84 (1st), ¥56 (2nd) ; between Shanghai and Tientsin, ¥60 (1st), ¥40 (2nd).

Nippon Yusen Kaisha Lines. (1) Osaka-Tientsin Line, calling at Kobe and Moji—2 or 3 trips monthly (ships mooring at Tzu-chu-lin, in French Settlement) ; *fare*, between Osaka or Kobe and Tientsin, ¥66 (1st), ¥36 (2nd) ; between Moji and Tientsin, ¥60 (1st), ¥32 (2nd).

(2) Yokohama and N. China Line (thrice monthly), on the outward voyage calling at Nagoya, Yokkaichi (at these two places on alternate trips only), Moji (or Shimonoseki), Nagasaki, Jinsen, Dairen, Tientsin (at the Taku anchorage), and Yingkou ; on the return, calling at Dairen, Nagasaki, Moji, Kobe ; *fare*, Yokohama to Tientsin, ¥62, ¥42 ; Kobe to Tientsin, ¥53, ¥36 ; Moji to Tientsin, ¥48, ¥32.

Note. (1) It may be stated that 1st and 2nd class passengers are conveyed by steam-launches from the ship at Taku anchorage to Tang-ku, and at the latter place supplied with 1st class railway tickets for Tientsin.

(2) First and second class passengers on the N.Y.K. steamers are given the option of travelling by rail between Nagasaki and Moji, or between Kobe and Yokohama, free of charge. Baggage, if so desired, is carried free by steamer to the end of the journey.

China Navigation Co. Line (Tientsin agent, Butterfield & Swire) between Hongkong and Tientsin (every twelve days), calling at Tsingtau, Weihaiwei, and Chefoo ; *fare*, Tientsin to Hongkong, \$130 (1st), Tientsin to Chefoo or Weihaiwei, \$45 (1st), Tientsin to Shanghai, \$90 (1st).

India & China Steam Navigation Co. Line (Tientsin agent, Jardine, Matheson & Co.) between Shanghai and Tientsin (weekly) ; *fare*, \$60 (1st), \$33 (2nd).

China Merchants' Steam Navigation Co. Line between Shanghai and Tientsin (twice weekly) ; *fare*, same as by the China Navigation Co. Line.

Kai-lan Mining Administration Line between Shanghai and Tientsin (weekly) ; *fare*, same as by the China Navigation Co. Line.

Taku Anchorage. Most of the larger vessels calling at Tientsin stop at the Taku anchorage, except in winter when the river Pei-ho is frozen ; then the steamers call at Chin-wang tao,

which is the winter port of Tientsin. The Taku anchorage is about 8 m. off Taku, a town at the mouth of the Pei-ho. As the vessel reaches the anchorage there is nothing visible except low, marshy plains extending on both sides of the river,—the well-known Taku Fort, formerly serving as a landmark, having been destroyed under the treaty of 1902. Here passengers transfer to steam-launches, and, entering the river, soon pass Taku Port on the left and arrive at Tang-ku, on the right bank, a town connected by rail with Tientsin. The passage to Tang-ku takes about 2 hours. From Tang-ku to Tientsin it is 34 m. by boat to Tzu-chu-lin Pier in the French Settlement, and 27.2 m. by rail to Tientsin East Station.



Asahi Street, Japanese Concession, Tientsin

Steam-Launches and Lighters. There are numerous steam-launches, as well as tugs and lighters, which constantly ply between steamers at the anchorage and the ports on the Hai-ho. Some of the lighters are large, of 500 to 800 tons' displacement. They take on passengers or cargo at low tide, and, when the tide sets in, cross the bar at the river's mouth. Passengers generally get off at Tang-ku. Cargo is unloaded either at Tang-ku or Tientsin.

River Transportation. Tientsin is situated at the confluence of four large rivers or canals,—the N. Grand Canal (or Pei-ho), the Hsi-ho (or Tzu-ya-ho), the Tung-ho (or Chin-chung-ho), and the S. Grand Canal (or Nan-yün-ho). (1) The Pei-ho is also called the Pei-yün-ho (or N. Grand Canal) between Tung-chou,

near Peking, and Tientsin. Below, where it is joined by the S. Grand Canal, it is generally known as the Hai-ho. The Hai-ho, or the lower course of the Pei-ho, is navigable by steamers as far as the wharfs at the foreign settlements. Inside the sand bar at its mouth the river is 11 ft. deep, even at low tide, and is much deeper at full tide. Though the railway has taken a large part of the former junk traffic of the Pei-ho, the river still continues an important means of transportation and travel to many large towns and villages along its course. (2) The Hsi-ho (or Tzu-ya-ho) has always served as an important connecting link between Pao-ting and Tientsin, a distance of about 50 miles. The Hsi-ho joins the Pei-ho on the N. outskirts of Tientsin. (3) The Tang-ho, or Chin-chung-ho, is a canal, completed in 1874, connecting Tientsin with Tang-ku. It is about 100 ft. wide but only 3 or 4 ft. deep. (4) The S. Grand Canal (see p 299) is the continuation of the famous long canal, which, beginning at Hang-chow in Chekiang, traverses Chekiang, Kiangsu, and Shantung Provinces, ending at Tientsin, where it joins the N. Grand Canal, or Pei-ho. It has served for centuries as the sole route of transportation for the rice produced in Southern China,—this rice being distributed by boats on the Huang-ho, the Pei-ho, the Hsi-ho, and other water routes throughout North China. Between Tientsin and Tê-chow (in Shantung)—a distance of about 159 m.—the S. Grand Canal is navigable for steam-launches of light draught.

Kinds of Junks. All through the year, except from the middle of December to the middle of March, when they are frozen, the canals and rivers present busy scenes of junk traffic. There are about 20 kinds of junks, numbering altogether about 6,000. The majority of them (flat-bottomed, with one mast—the largest of them capable of carrying 60 tons) ply only between places on these rivers and canals, but there are large vessels, with 2 or 3 masts (carrying 120–360 tons), which also engage in the coasting trade, not only in the neighbourhood of Tientsin, but also as far as South China.

Note. The various kinds of junks have specific names: *Tsan-tzu-chuan*, a decorated passenger boat; *Cha-la-chuan*, for both passengers and merchandise; *Yao-ni-chuan* and *Mang-niu-chuan*, for long-distance transportation on the Grand Canal; *Ho-mei-chuan*, a coal boat; *Hsiao-liang-chuan*, for conveying the tribute of rice; *Pao-mên-chuan*, a water-police boat; *Piao-chuan* (flying a red banner), an armed vessel for the protection of junks; *Shêng-yen-chuan*, carrying salt for distribution; *Hsien-yü-Hsiao-hai-chuan*, conveying fresh fish from the sea off Taku, etc., etc. A junk trip between Tientsin and Taku usually takes 2 days; between Tientsin and Tung-chow, 4–5 days on the up trip, 3–4 days on the down trip.

Means of Conveyance in Tientsin. (1) Rickshas, popularly called Tung-yang-chê (introduced from Japan in 1882), are now universally in use. The fare is 10 to 20 cents a ride in any foreign settlement. When riding from one settlement to another, it is well to note the kind of license fastened on the mud-guard of

the vehicle, for many men have a license for one settlement only, and the passenger on entering another settlement is obliged to change to a different vehicle. (2) European carriages have come to be quite common since 1900, for besides Europeans the native high officials and wealthy people now use them. Carriage with one horse, \$3 from early morning to noon, from noon to sunset, or from sunset to midnight; carriage with 2 horses, 50% increase over the above rates. It is customary to give the driver (and footman) a tip of \$1 for a day's service. (3) Automobiles may be hired through the hotels, \$3 an hour, \$30 a day. (4) Electric Tramways. The tram service is operated by the "Compagnie de Tramways et d'Eclairage de Tientsin," or *Tien-chê Tien-têng Kung-szu*. It has the following lines: (a) The line making the circuit of Chêng-li, on the site of the old city walls along the new esplanades,—cars marked by a white board hanging in front; (b) the line which, beginning at the N.E. bend of the above line leads to East Station, *via* the old Austro-Hungarian, the Italian, and Russian settlements,—cars marked by a red board; (c) the line which, starting from the same place, runs through the Japanese and French settlements, ending also at East Station,—cars marked by a green board; (d) the line taking the same course as line (c) as far as the French Settlement, there branching off in a different direction and ending on the French Bund at the boundary of the British Settlement,—cars marked by a yellow board. Fare:—3 cents on the line making the circuit of Chêng-li and 4 cents on other lines, irrespective of distance.

Highways. There are several highways starting from the old gates of the city: (1) leading to Sai-ma-chang (Race-Course); (2) to Tang-tien-tzu; (3) to Ma-chang; (4) to Tang-ku; (5) to Ta-ku,—the above five are the shorter roads; the long distance highways are (6) one leading to Peking, (7) to Pao-ting, (8) to Shan-hai-kuan, and (9) to Tê-chow, Shantung Province. These are old-fashioned roads, not macadamized, and clouds of dust rise from them in dry weather. On rainy days they are exceedingly muddy. On these roads, *Chiao-chê*, *Hou-tang-chê*, and *Pu-lung-chê* (old fashioned Chinese passenger carts) are available. For transportation of merchandise or heavy articles, *Chang-chê*, *Ti-fa-chê*, or *Hsiao-chê* should be hired. Horses and mules are also available.

Climate. (1) Temperature. January and February are the coldest months of the year,—the mercury often falling to 15° below zero (F.). During these months the ice on the Pei-ho (or Hai-ho) is over a foot thick. July is the hottest month, the thermometer then frequently registers higher than 90° F. Great changes of temperature often take place during the day, generally in spring and autumn—sometimes as much as 15°. (2) Humidity. The wet months of the year are June, July, and August, when there is

much rainfall. The winter months are dry—after the N. wind has blown for 2 or 3 days the atmosphere becomes exceptionally clear and the air bracing. (3) Atmospheric Pressure and Winds. In winter the atmospheric pressure is high, in summer quite low (as low as in Keelung, Formosa). N. winds prevail between November and February, E. or S.E. winds in summer (June, July, and August), E. winds in March and April, S.W. or N. winds in September and October. The great sand storm, known as *Huang-mai*, blows from either the N. or the W., often darkening the entire horizon. (4) Snow and Ice. In the coldest season icicles, known as *Shu-kua* or "Tree-ice," are commonly seen, adding beauty to the winter scenery. There is very little snow. Between the latter part of December and early March there are generally four or five snowfalls, but the snow is scarcely ever more than two or three feet deep.

Hospitals. *Chinese:* Tientsin Kuan-i-yüan (Pl. G 5) at Chin-chia-yao and Pei-yang-i-yüan (Pl. H 8) in the French Settlement are well equipped general hospitals; a women's hospital, Nü-i-chü, maintained by the government, is located near the Civil Administration Office. *Foreign:*—General Hospital (Yang-ping-yüan), Hospital for Women & Children (Pei-yang Nü-shih-i-yüan; Pl. 17, H 8), Ying-huan-yüan, etc.,—all missionary institutions; Jih-pên Kung-li-ping-yüan and Kung-chi Ping-yüan, in the Japanese Settlement, are maintained by Japanese doctors. Besides these there are hospitals attached to the different foreign garrisons. **Druggists.** *European:*—Betines & Co. or *Li-ya*; Woollen, Vosy & Co. or *Liang-chi*; Watson & Co.; *Japanese:*—Terada (or *Szu-tien*), Saisei-dō (or *Chi-shih-tang*), Kōsai-dō (or *Kuang-chi-tang*), Maru-ni Kei-tei (or *Wan êrh*), Haku-shin-dō (or *Po-hsin-tang*).

Water Supply. Tientsin has two systems of waterworks, one with the head office (Tientsin Native City Waterworks) in the native city, the other (Tientsin Waterworks Co.) in the British Settlement. The former system supplies water to the native quarters, as well as to the former Austro-Hungarian, the Italian, Russian, and Japanese settlements (*charge*, 75 cents *per* 1,000 gallons); the latter to the British, German, and French settlements (*charge*, \$1 *per* 1,000 gallons). The lower class natives depend mostly on the river for their drinking-water, filtering it before drinking. Almost any day there may be seen along the river many wheelbarrows, each loaded with a water barrel. In the settlements, drainage and street cleaning are well looked after by the respective settlement authorities, but in the native town, with the exception of a few modern streets, the old conditions are allowed to prevail. Throughout the year numerous cases of typhoid fever, cholera, dysentery, scarlet fever, and small-pox are reported.

Religion. Four religions are established in Tientsin:—Christian, Mohammedan, Buddhist, and Taoist. (1) Christianity is represented by different missions: *Roman Catholic*,—Head Office and Cathedral in the French Settlement, with a large body of converts; *Protestant missions*,—the American Board, the Methodist Episcopal, the London Missionary Society, the Church of England, etc. The Chinese Young Men's Christian Association, organized under the auspices of a secretary supplied by the American Y. M. C. A., is located in the Native City. The British and Foreign Bible Society has its office on Davenport Road (British Settlement), with shops in different parts of the city. (2) *Mohammedanism* is not strong in Tientsin,—there being only 1,000 adherents. The two mosques, Li-pai-szu and Ching-chên-szu, are in Hsi-mên-wai, outside the former W. Gate. (3) *Buddhism*, since the Tang Dynasty (A.D. 618–919), has taken a strong hold of the natives of Tientsin. Ta-pei-miao and Tien-chi-miao are well-known Buddhist temples, the former belonging to the Lin-chi Sect, the latter to the Tsao-tung Sect. Japanese Hongwanji (East Branch) has a mission in the Japanese Settlement. (4) *Taoism*, a native religion tracing its origin to the well-known philosopher Lao-tze, has its temples, Tien-hou-kung, Yü-huang-kê, and San-tai-yeh-miao,—the two former in Tung-mên-wai, the last in Ho-pei.

Education. Normal Schools: Public Normal School (Pl. G 2), Tientsin Liang-chi Shih-fan-Hsüeh-tang, and Peiyang Girls' Normal School (Pl. G 5),—all maintained by the government—are for the training of primary school teachers.

Middle Schools: Government Institutions:—(1) Ti-i Kuan-li Chung-hsüeh-tang, (2) Chang-lu Kuan-li Chung-hsüeh-tang—for the children of salt-merchants; Private Institution:—(3) Ti-i Chung-hsüeh-tang, the oldest middle school in Tientsin.

Special Schools (1) Chih-li Higher Technical Institute (Pl. G 4); (2) Peiyang University (or Ta-hsüeh-tang, Pl. E 1), an institute providing special courses in law, engineering, mining, and also a normal course; (3) Peiyang Medical School (Pl. 14, H. 8); (4) Military Medical School (Pl. G 4).

Common Schools. There are many primary schools of modern style, both for boys and girls, Mo-fan Hsiao-hsüeh-tang and Ti-i Hsiao-hsüeh-tang, the former, under control of the government, the latter under private management, are the best equipped.

Schools under Foreign Management. The Japanese, British, and French Settlement authorities maintain schools for children of their nationals. But there are other schools maintained by foreigners for the benefit of the Chinese; *viz.*, (1) Tientsin Anglo-Chinese College (Pl. 15, H 8), established by the London Missionary Society, providing preparatory and collegiate courses, is a well equipped institution—the teaching is conducted largely

in English; (2) Chêng-mei Hsiieh-kuan is a middle-grade school, under the American Methodist Mission,—there being attached to it a primary course and a girls' school; (3) Fa-han Hsiieh-tang, under the French Settlement authorities, is for the training of interpreters of French; (4) Tien-chu-chiao Primary School, under the Roman Catholic Mission, is for the children of Roman Catholic converts; (5) Tientsin Kao-têng Hsiieh-tang, in the Japanese Settlement, is under the management of the Japanese Buddhist Mission of the Jōdo Sect. Besides the schools above mentioned, there are in Tientsin several halls where popular lectures are given: *Hsüan-chiang-chu*, with buildings in several places, where talks are given every night on current topics or on social subjects,—the attendance consisting mostly of the lower classes; *Yüeh-pao-chu* are newspaper halls, where Chinese journals and books are kept for the benefit of visitors, and where at night talks are given on current topics.

Newspapers and Periodicals. North China Daily Mail (English daily, evening), China Advertiser (English daily), China Illustrated Review (English weekly), Peking and Tientsin Times (English daily and weekly), L'Echo de Tientsin (French daily), Tenshin Nippo (Japanese daily), Ta-kung-pao, Chihli Lung-pao, and several other native dailies.

Trade. Among the important treaty ports of China, Tientsin ranks second in trade, being surpassed only by Shanghai. It is the gateway for the commerce not only of the metropolitan province of Chih-li, but also of that of the larger part of Shan-si, and a part of Shen-si, Kan-su, Ho-nan, Shan-tung, and Mongolia. In 1920 the trade of Tientsin amounted to Tls. 170,482,000, of which the exports amounted to Tls. 44,588,000, the imports, to Tls. 125,894,000.

Chief Articles of Trade. Among the imports, cotton goods constitute nearly 40% of the total value, followed by kerosene oil, sugar, flour, cigarettes, timber, and railway material. In exports, raw cotton and wool are first on the list (the former being valued at more than Tls. 9,000,000, the latter exceeding Tls. 6,000,000). Linseed, pea-nuts, goat skins, and pigs' bristles come next, followed by spirits, medicines, goat leather, camels' hair, beans, and jujube fruit.

Formerly Tientsin depended mainly upon river transportation for its commerce with interior places, innumerable boats on the rivers and canals constituting the chief means of conveyance. Now that the railways carry a large part of the merchandise, a great change of conditions has been brought about.

Trade Organizations. General Chamber of Commerce (9, Victoria Road), an organization of foreign traders, and the Tientsin Shang-wu Tsung-hui, (or the Tientsin Chamber of Commerce;

Pl. 1, F 6), a very powerful organization of all the leading native business men. There are also influential provincial guilds of merchants: Min-yueh Hui-kuan (Pl. E 6), Chekiang Hui-kuan (Pl. F 6), Kiangsu Hui-kuan (Pl. F 6), Kwangtung Hui-kuan (Pl. F 6, 7), Shan-si Hui-kuan (Pl. F 5).

Trade. Tientsin trade is active in spring and autumn. The brisk spring trade begins with the melting of the ice; the autumn trade is stimulated by the approach of the cold months when trade is at a standstill due to the suspension of water communication. In summer, trade is also at a standstill because the heat of the city drives native merchants to their provincial homes, and foreign traders to summer resorts.

Salt Industry. The well-known *Chang-lu salt* is produced in the neighbourhood of Tientsin. The left bank of the Hai-ho between Tientsin and Tang-ku is almost entirely devoted to the manufacture of salt; the salt mounds and numerous windmills used for pumping saline waters into the salt-fields are indications of the flourishing condition of this industry. The salt product of this region amounts annually to about 750,000 bags (each bag containing 450 to 540 lbs.), a total weight of 18,750 tons.

Chang-lu is the name given in ancient times to the salt produced along the coast of Chihli Province. It was first called Chang-lu in the 6th century, this region then being known by the name of Chang-lu Hsien. The salt industry of the region was fostered by successive dynasties, particularly by the Mings, who stationed here the Salt-Administration Superintendent. Under the late Manchu Dynasty many improvements were introduced into the process of manufacture. There are many well-known salt-fields on the coast of Chihli Province, the more important ones being Fêng-tsai-chang (23 n. from Tientsin), Kuei-hua-chang (250 m.), Yen-chên-chang (60 m.), Yüeh-chi-chang (93 m.), Chi-min-chang (100 m.), Shih-pei-chang (120 m.), Lu-tai-chang (43 m.), and Hai-fêng-chang (120 m.).

Iron Works. Industrial Iron Works or Chüan-yeh Tieh-kung-chang (Pl. G 4), in Yao-wa, though originally started as a government undertaking is now under private management; Tientsin Tieh-kung-chang, in Ho-pei, makes swords and various iron parts of saddles, bridles, etc.; Tê-tai Kung-chang, in the British Settlement, makes and repairs machinery, Chê-lun Kung-szu, in the British Settlement, makes wheels, carriage-parts, iron fences, etc.; Asahi (or Hsü-jih) Tieh-kung-chang (Pl. F 9), in the Japanese Settlement, makes steam-boilers, electric light fittings, pumps, cotton-gins, weaving machines, stoves, mining machinery, etc. **Wool-cleaning works.** Hsien nung, in the former German Settlement, Takeuchi (or Wu-chai), W. of the Hsien-nung Works.

Soap Factories: Ho-chi-tsao-i Kung-sze (at Hsi-tou), Tung-hsing-tsao-i Kung-szu and Tien-ching Tsao-i Kung-szu, both at Ho-pei; the first two named use practically no machinery. **Glass Factories:** Ming-ching-po-li Kung-szu (daily output of 40 cases, each case containing 100 square feet of window-glass), Ta-hsing-tiao-chi Kung-szu, and Kung-chi-po-li Chang. **Match**

Factories: Tan-hua-huo-tsai Kung-szu, Pei-yang-huo-tsai Kung-szu. **Cotton Textile Mills:** Yu-yuan-fang-chih Kung-szu (capital, \$3,500,000) at Hsiao-liu-chang; Heng-yuan-fang-chih Kung-szu (\$3,000,000) at Ho-pei the last named has modern equipment. **Egg Products:** Yung-chi-tan-chang, Ta-hsin-tan-chang.

The Chinese authorities of Tientsin are encouraging industry by maintaining various technical institutions: (1) Industrial Workshop or Chihli-shin-hsi Kung-chang (Pl. G 3), in Ho-pei, where hundreds of apprentices are taught weaving, dyeing, embroidery, carpentry, and match, pottery, and soap manufacture, etc. (2) At Tientsin Hsi-i-so (schools in the native quarters), the lower classes are taught various industries, such as weaving, dyeing, tailoring, and paper-making. The institution also has charge of teaching inmates of prisons along similar lines of industry.

Theatres, Clubs, etc. Gordon Hall Theatre, in the British Settlement, is a European theatre, which, though small (seating only 200 people), is well equipped and decorated. **Chinese Theatres:**—Hsia-Tien-hsien Cha-yüan (Pl. 5, G 7), in the Japanese Settlement, accommodates 1,500 people (admission, 80 and 40 cents); Tung-tien-hsien Cha-yüan (Pl. G 7), in the old Austro-Hungarian Settlement, is also a large establishment; Tan-kuei Cha-yüan (Pl. F. 7) in Nan-shih, (admission, box, \$3-5). The Chung-hua Cha-yüan (Pl. 4, G 7) in the Japanese Settlement, and Tien-hua Cha-yüan, in Nan-shih, give a kind of opera, performed by singing girls—afternoon and evening, admission, 10-15 cents. Hua-cha-kuan:—Tien-fu Cha-yüan, in the Japanese Settlement, En-chêng Cha-yüan, in Nan-shih, etc.—offer a kind of variety show. **Japanese Theatre:**—Naniwa-za or Lan-hua-tso, in the Japanese Settlement. **Moving-picture Shows:**—Gaiety Cinema, Arcade Amusement Co.,—both in the French Settlement. **Clubs:**—The Tientsin Club (Pl. 39, J 9) has an attractive club house on Victoria Rd., British Settlement,—*membership*, British and American; German Club (Pl. J 10), in Wilhelm Strasse, German Settlement, former membership 300; Hai-kuan Club (Pl. 33, I 9), in Victoria Rd., for members of the maritime customs service; the *Tientsin Race Club* (Pl. 34, I 9), in Victoria Rd., holds race-meetings in spring and autumn. The race-course (Pl. G 13) is several miles S.W. of the former German Settlement. In the Band Stand (in former Victoria Park, British Settlement), a small building in Chinese style, a band plays twice a week; at the *Recreation Ground* (Pl. H 9), Gordon Street, British Settlement, lawn tennis and football matches are often held.

Places of Interest. Tientsin, situated on a large, sandy plain, without hills or mountains to relieve the view, has scarcely any place in its neighbourhood noted for beauty of natural scenery; nor has it many temples or other works of ancient art, as its



Li-kung-tzu Temple, Tientsin

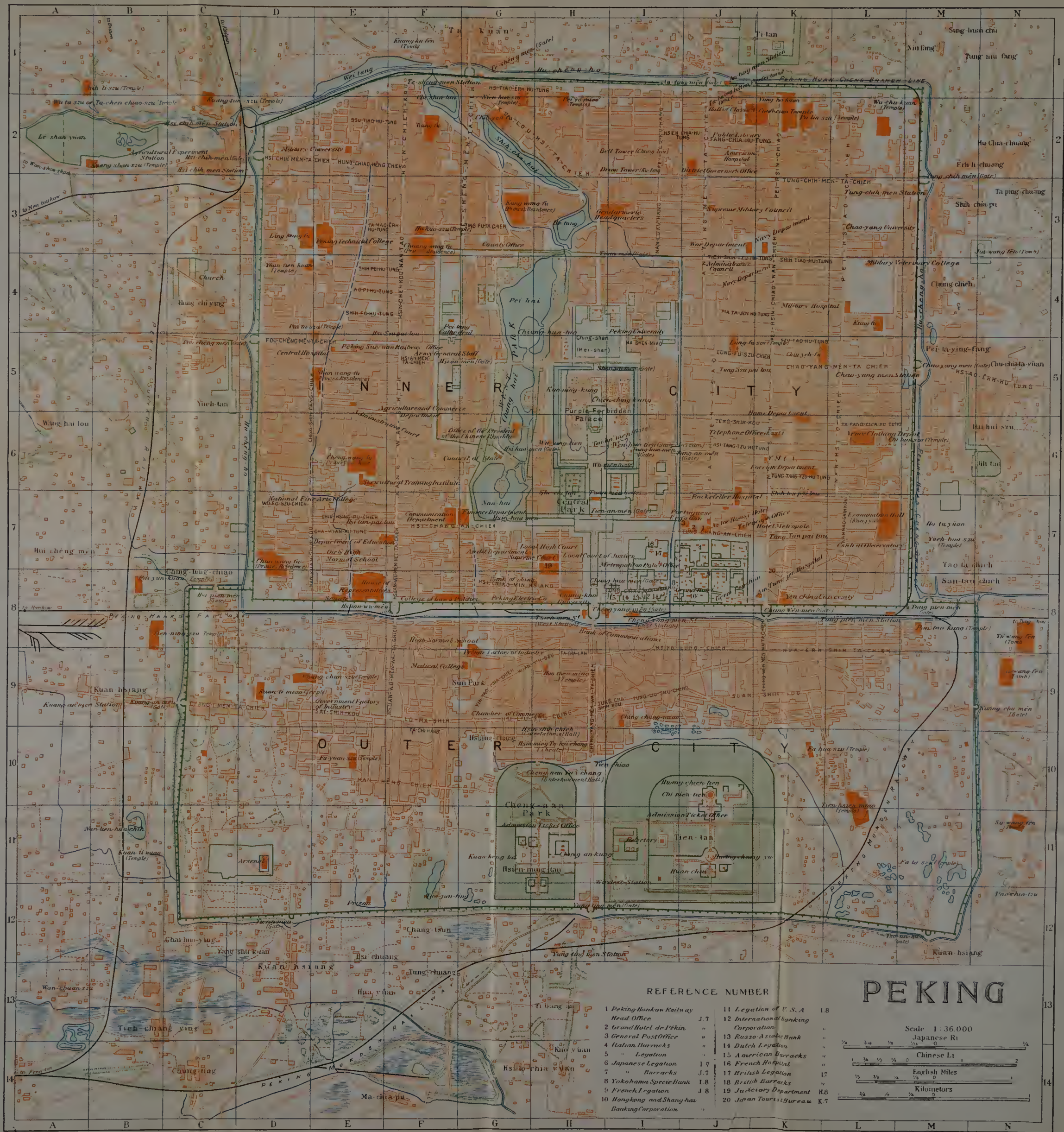
importance only began with its opening to foreign trade in 1860. The following are of interest :

Li-kung-tzu 李公祠 (Pl. G 5), in Yao-wa, a temple dedicated to the late Li Hung-chang, Viceroy of Chihli Province (born in Anwei Province). It is a beautiful temple, built in 1905 by Imperial order. The small lake in the premises is noted for its lotus flowers in summer. For Li-Hung-chang see p. 23.

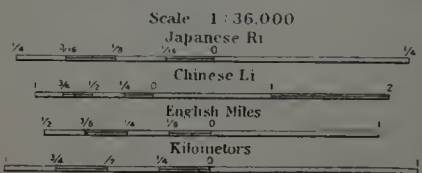
Ho-pei Hua-yüan (Park in Yao-wa ; Pl. H 4), also known as *Chuan-yeh-chang*, or Industrial Bazaar, is a public garden containing a Bazaar, where the notable products of Chihli Province, and the products of other provinces and of foreign countries, are exhibited. **Sun's Floral Garden** (Pl. G 3), at Huang-wei-lu, Yao-wa, is a large private garden, in true Chinese style. The owner, Mr. Sun, is a wealthy resident of Tientsin. **The Botanical Garden** (or Chung-chih-yüan, Pl. I 2) in Ho-pei, near Central Station, containing artificial lakes and hills as well as tea-houses, is a very popular resort.

Foreign Monuments. The monuments dedicated to the men who fell in the war of 1900 are (1) Japanese (Pl. G 8), in the park in the Japanese Settlement, (2) Russian (Pl. J 10), in the park in the Russian Settlement, (3) German (Pl. J 11), in the old German Settlement.

The Peach Grove of Hsin-ho, situated at the junction of the Hsin-ho and the Pei-ho, is justly famous for its flowers in spring. The place is reached from Tientsin either by rail (about 1 hr. to Hsinho station, from where it is 1 m. to the Peach Grove), or by a steam-launch (2 hrs.) from Tientsin.



REFERENCE NUMBER		
1	Peking Hankow Railway	1.8
2	Grand Hotel de Peking	3.7
3	General Post Office	"
4	Italian Barracks	"
5	" Legation	"
6	Japanese Legation	1.7
7	" Barracks	3.7
8	Yokohama Specie Bank	1.8
9	French Legation	3.8
10	Hongkong and Shanghai Banking Corporation	"
11	Legation of U.S.A	"
12	International Banking Corporation	"
13	Russo Asiatic Bank	"
14	Dutch Legation	"
15	American Barracks	"
16	French Hospital	"
17	British Legation	1.7
18	British Barracks	"
19	Judiciary Department	3.8
20	Japan Tourist Bureau	3.7



Tang-ku 塘沽 (27 m. by rail, 34 m. by boat from Tientsin) is an important place on account of its being a port of landing for passengers and cargo from steamers at the Taku anchorage. The port is well provided with wharfs and warehouses belonging to the China Merchants' S. N. Co., Kai-lan Mining Administration, Nippon Yusen Kaisha, and Jardine, Matheson & Co.

Hotels; European Hotel, in the Tangku Station (\$6.50 a day); Japanese Hotels,—Wasei Yōkō or *Ho-ching Yang-hang*, and Tanimura or *Ku-tsun Lû-kuan* (\$3.50 a day).

The town of Tang-ku was destroyed by fire in the war of 1900. Owing, however, to its advantageous position, the place has since revived rapidly. In 1902 Tang-ku was designated as a garrison town for foreign troops. Among the larger buildings are Tang-ku Station, Post-Office, Telegraph-Office, Branch Office of the Tientsin Custom-House, Tung-yün-Kung-szu (Transportation Agency). Population, over 2,500.

Steamer and Railway Connections. Tang-ku maintains connection with steamers lying at the Ta-ku anchorage by means of steam-launches, which leave and enter Tang-ku on full tide, the passage taking about 2 hours. As the hours of departure and arrival change with the tide, the service is irregular. With regard to railway connections, all the trains on the Peking-Mukden Line stop here, so tourists may select convenient trains for Tientsin, Peking, or Shan-hai-kuan. Owing to the irregularity of steamer connections, tourists intending to take steamers are advised to inquire at the hotels for sailing information.

Ta-ku 大沽 (37 m. from Tientsin) is a town of over 7,000 inhabitants, situated at the mouth of the Pei-ho, on its right bank. The place became famous through the Taku Fort, which, on several occasions, offered a brave resistance to invading foreign forces. The fort was razed in accordance with the terms of the treaty of 1902. Among the large buildings are the Police Office, Taku Hotel, Native Customs' Office, Revenue Office, Fishery Co., and the Roman Catholic Church. With the exception of salt-manufacture and the fishery interests, there are few industrial enterprises. The fish caught are nearly all conveyed to Tientsin and there consumed. Salt mounds and windmills in the neighbourhood attest to the prosperity of the salt industry. The Ta-ku Anchorage, where nearly all large ocean steamers stop, is 8 m. from Ta-ku.

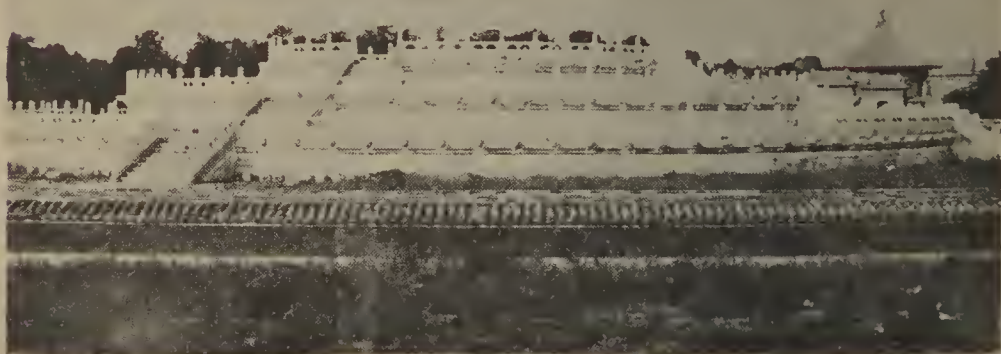
Route III. Peking 北京 and Vicinity

Arrival. Travellers reaching Peking by the Peking-Mukden Line alight at Chengyangmen—East Station (Pl. I 8): those by the Peking-Hankow Line at Tsienmen—West Station (Pl. H 8). Both stations are in the Outer City—just outside the Chêngyangmên gate, the main gate into the Inner City—and are only about 140 yds. apart. The Legation Quarter, or *Tung-chiao-min-hsiang*, located in the Inner City, close to the city wall, N. of Chengyangmen station, and the hotels, both less than a mile from these stations (by short cut *via* the former w ter gate, $\frac{1}{3}$ m.), are reached in a short ricksha ride. Hsichihmen station (Pl. D 2) is the main station of the Peking-Suiyuan Line.

Vehicles. Ricksha or *Tungyang-ché* (rubber-tyred), with 2 pullers, 30 cents an hr., \$1, $\frac{1}{2}$ day, \$2 a day; with 1 puller, 20 cents an hr.; at night or in stormy weather 20 to 30% extra.

Automobiles or Carriages will be at the station if the hotel is notified before arrival, though a motor-bus is run. Automobiles (seating 5 persons), \$20 for the forenoon, \$25 for the afternoon. Victorias, \$6, $\frac{1}{2}$ day, \$10 a day; ordinary carriages, \$3 for the forenoon, \$3.50 for the afternoon, \$6 a day.

Guides (English-speaking) may be hired at the hotels; charge, \$2 a day in the city, \$2.50 outside the city, plus travelling and living expenses.



Marble Platforms of the Temple of Heaven

Hotels: Grand Hôtel de Pékin or *Pei-ching-fan-tien* (French management. Pl. 2, J 7), opposite the Legation Quarter, is an imposing five story building, containing 150 rooms; American plan—in old buildings, \$9 up (for 1 person), \$16 up (for 2 persons); in new building, \$15 up (for 1 person), \$25 up (for 2 persons). Its motor-bus meets trains. Grand Hôtel des Wagons-Lits or *Liu-kuo-fan-tien* (in the Legation Quarter; Pl. I 8), not far from the stations, is a three-story building containing 180 rooms; American plan, \$9 up (for 1 person), \$16 up (for 2 persons). Astor House Hotel (or *Chang-an Fan-tien*; Pl. J 7), Hotel Metropole (Pl. K 7), Telegraph Hotel (Pl. J 7),—all on Tung-Chang-an-chieh street; Hotel du Nord Co. (or *Shun-li*) on Chung-wên-mên-chieh—American plan, \$5–8. **Japanese Hotels.** Fusô-kwan (or *Fu-sang-kuan*), Hayashi Hotel (or *Hua-tung Fan-kuan*), both on Chung-wên-mên-chieh, \$6–8. **Chinese Inns** (*Lü-kuan*): Chin-tai, Chung-hsi, in Chien-mên.



Porcelain Pagoda outside the grounds (back) of
the Summer Palace, Peking

Restaurants. *European Food*, in the European hotels named. *Japanese Food*: Chōshun-tei (or *Chang-chun-ting*) on San-tiao-Hu-tung, is the best known. *Chinese Food* (\$6-30, for 4 to 8 persons): *Shantung Style*,—Tai-fêng-lou (on Mei-shih chieh), Chung-hua Fan-tien (on Hsi-chêng-kêng), Tien-fu-tang Fan-Chuang, Chêng-yang-lou (both on Jou-shih), Tung-ho-tang (on Pao-tzu-chieh), Chih-mei-chai (on Mei-shih-chieh); *Peking Style*,—Wan-fu-chü (on Yang-mei-chu-hsia-chieh), Hui-hsien-tang (on Shih-cha-hai), Fu-hsing-chü (in Kuang-yin-szu), Fu-chüan-kuan (on Lung-fu-szu-chieh); *Nanking Style*,—I-chih-chun (on Wang-kuang-fu-hsia-chieh), Hsiao-yu-tien (in Chüan-yeh-chang), Chung-hua Fan-kuan (on Shensi-hang), Hui-fêng-tang (in Chien-mên-wai), Lan-shou-tang (on Tsung-pu-Hu-tung), Hou-tê-fu (on Ta-cha-lan), Fu-shou-tang (on Chin-yü-Hu-tung).

Tourist Agencies: *Japan Tourist Bureau* (Pl. 20, J 7, Morrison Street, near Legation Quarter). This branch of the Tokyo Head office is maintained solely for the purpose of assisting travellers in every possible way. No charge is made for service, or for tourist literature. Railway and steamer tickets are on sale. Guides may be secured. *Thos. Cook & Son* (in Grand Hôtel de Pékin). This agency of long standing offers its many facilities to the travelling public. Steamer and railway bookings to all parts of the world.

Bath-Houses: Shêng-ping-yüan (Yang-mei-chu-hsia-chieh), Tê-kuei-tang (Tang-shan-Hu-tung), I-pin-hsiang (Wang-kuang-fu-hsia-chieh), Hsi-shêng-ping-yüan (Li-tieh-kuai-hsia-chieh); special bath-room,—\$1 at Shêng-ping-yüan, 60 cents at Tê-kuai-tang.

Legations: Belgium (*Ta Pei-kuo Chin-chai-fu*), France (*Ta Fa-kuo Chin-chai Kung-shu*; Pl. J 8), Germany (*Ta Tak-kuo-fu*; Pl. J 8), Great Britain (*Ta Ying-kuo Chin-chai Kung-shu*; Pl. 17, I 7), Italy (*Ta I-kuo Chin-chai Kung-shu*), Japan (*Ta Jih-pen-kuo Chin-chai Kung-shu*), Mexico (*Ta mo-hsi-go-fu*), Netherlands (*Ta Ho-lan-kuo Chin-chai Kung-shu*), Portugal (*Ta Si-yang-kuo Chin-chai Kung-shu*), Russia (*Ta Ngo-kuo Chin-chai Kung-shu*), Spain (*Ta Jih-ssu-pa-ni-ya-kuo Chin-chai Kung-shu*), The United States of America (*Ta Mei-kuo Chin-chai Kung-shu*; Pl. 11, I 8), Denmark, Norway, and Sweden.

The Custom-House, or Octroi Office (Chung-wên-mên Shui-wu Ya-mên), located outside Chung-wên-mên gate (or Ha-ta-mên), levies duties on all merchandise brought into Peking. It has representatives at the railway stations and at the city gates. The rates of duty are not quite uniform, but as a rule are 3% *ad valorem* on ordinary merchandise; official property certified to by a foreign legation or other foreign authority is not examined.

Banks: *Foreign*,—Yokohama Specie Bank (*Hêng-ping Chêngh-chin Yin-hang*), International Banking Corporation, Hong-

kong and Shanghai Banking Corporation, Russo-Asiatic Bank, Chartered Bank of I. A. & C., Banque Belge pour l'Etranger, Banque de l'Indo-chine,—all in the Legation Quarter. The Bank of China and Bank of Communications are modern Chinese banks (outside the Legation Quarter).

Different Kinds of Chinese Banks: (1) *Yin-chien-tien* (for purchase, sale, and exchange of silver—they also issue silver notes); (2) *Yin-hao* banks—besides transacting business as Yin-chien-tiens they act as a Government treasury, receiving deposits and making loans; (3) *Kuan-yin-hao* (similar to Yin-hao); (4) *Huipiao-chuang*—Shansi banks with correspondents throughout China, engaging in money exchange between different places.

Currency. Silver coin, dollar notes, etc. used in Peking are similar to the money current in Tientsin. See p. 19, and p. XII.

Linear Measures. The *chih* or Chinese foot in use in Peking is of various kinds,—the tailor's *chih* (from 13.45 to 13.58 English inches), the ordinary *chih* (12.68 inches), the Court *chih* (12.47 inches), the Government *chih* (12.40 inches), etc. **Capacity Measures.** The common measure of capacity, the *tou*, is of two kinds,—the Government *tou* or *kuan-tou* (2.27 English gallons) and the ordinary *tou* or *mên-tou*, (1.99 gallons), 1 *tou* equals 10 *shêng*; 1 *shêng* equals 10 *ho*. **Weights.** There are various kinds of scales in use in Peking. These, based upon the *ku-ping* as the standard weight, according to a decree for uniform weights and measures issued in 1907, compare as follows: 1 *ku-ping liang tael* ($1\frac{1}{3}$ oz. avoirdupois by treaty) equals .965 *Kung-fa-ping liang*, .998 *Hai-kuan-ping liang*, .939 *Ching-ping liang*, .963 *Shih-ping liang*, and .961 *Hsiang-ping liang*.

Post, Telegraph, and Telephone. General Post Office (*Yu-chêng-i-têng-chu*; Pl. 3, J 7), on Tung-Chang-an-chieh, Inner City, with branches throughout the city; postage: letter, 3 cents per 20 grams, post card, $1\frac{1}{2}$ cents. Telegraph Office, on Tung-Chang-an-chieh, Inner City, handles both foreign and domestic messages; charge for a message in a foreign language to all places in the same province, 16 cents a word; to all other places in China, 30 cents a word; to all parts of Europe, except Russia, \$1.05 a word. There are three *Telephone* exchanges with more than 12,000 subscribers, including the principal public offices and private firms. The charge for long-distance messages between Peking and Tientsin is 80 cents for each five minute period.

Curio Shops, etc. Curios and furs may be bought at many shops on *Liu-li-chang* (Pl. G 9), a street about a half mile from the Chêngyangmên gate; furs, however, can be purchased more cheaply at the morning fair on Chêng-yang-mên-chieh (Pl. H 9).

Photographs of Peking and neighbourhood can be obtained at Shan-pên Chao-hsiang-kuan (Japanese photographer) on Wang-fu-ching-Ta-chieh street, and at Yen-ching, on Hatamen street.



Chung-wen-men Street.

General Stores: Aux Nouveautés, Moyler, Powell & Co.,—in Legation Quarter; Talati Bros. on Hatamên St.; Nikkwa Yōkō or *Jih-hua Yang-hang*, Kato Yōkō or *Chia-têng Yang-hang*, and Ōta Yōkō or *Ta-tien Yang-hang*—these (all Japanese) are on Tung-Tan-pai-lou street, Inner City.

Wines & Provisions: Caldbeck, MacGregor & Co. (Tsong-pu-hu-tung), Cattaneo & Co., and Boulangerie et Pâtisserie Française—both in Legation Quarter. **Express and Forwarding Agency:** Tung-yün Kung-szu or China Forwarding and Express Co. (outside Chêng-yang-mên).

Physicians: Practising physicians (Japanese),—Kawada or *Chuan-tien*, Yamamoto or *Shan-fên*, Harada or *Yüan-tien*, Ikeda or *Chih-tien*, Haruna or *Chun-ming*. **Hospitals:** Dōjinh Byōin or *Tung-jên Ping-yüan* (Japanese, Pl. J 7), China Medical Board, Union Medical College (San-tiao-hu-tung, Tung-tan-pai-lou), Hopkins Memorial Hospital (Hatamen Street), International Hospital (Legation Quarter). **Apothecaries:** The Peking Dispensary (Morrison Street), Tōa Yaku-bō or *Tung-ya Yao-fang*, Shingi Yaku-bō or *Hsin-i Yao-hang*, Shinshō Yōkō or *Hsin-chang Yang-hang*. The services of foreign physicians can be obtained through the foreign hospitals and the Union Medical College.

Newspapers: English—Peking Daily News (inside the Tung-an men gate), North China Standard (inside the Hatamen gate),

Peking Leader (Nan-chi-tze), Far Eastern Times (Erh-tiao Hu-tung Rd., Inner City) ; French—Le Journal de Peking (outside the Tung-an-men).

Situation and History: Peking, the capital of China, situated in lat. $39^{\circ} 54'$ N., long. $116^{\circ} 27'$ E. (nearly on the parallel of Naples and New York), surrounded by high walls, is in the N.E. corner of China proper, in the middle of an extensive sandy plain of the province of Chihli, stretching S. for 700 m. at the E. end of which is Tientsin.

The title, *Peking* ("Northern Capital") was first given the city in the 19th year of Yung-lo (1421) of the Ming Dynasty, in contrast to *Nanking* ("Southern Capital")—the seat of Government being then removed from Nanking to Peking. Peking from ancient times has been known by various names. As early as 2000 years before Christ, under the Hsia Dynasty, it was called *Yu-chou*; in 800 B.C., under the Chou Dynasty, it was known as *Yen*. But in those early days and even much later, the place was merely a frontier town. Not until the Liao and Chin or Kin Dynasties (10th–12th centuries) did it become the seat of a powerful monarchy, which, however, never attained universal sway over China. In 1264 Kublai Khan fixed his residence there, calling the town *Chung-tu* or "Central Residence." Under the Yüan Dynasty (1279–1367), the city became the real capital of China, assuming at once the prominent position which it has ever since retained (except for a period of thirty-four years early in the Ming Period, during which time the Court was established at Nanking). The famous Grand Canal, connecting Peking with the rich provinces S. of the Yangtze, and immensely facilitating transportation, was constructed in this period. The city lost prestige for a short time in the early Ming Period, as mentioned, but its commanding position soon led the Emperor *Yung-lo*, in 1403, to again make it the capital. The old mud walls of the city were replaced by massive brick structures, and the city developed into the stately capital which has drawn the interest of the whole world. The Ching Dynasty, or Manchus, when they became paramount, naturally continued Peking as the capital. When the republican régime was inaugurated with the overthrow of this dynasty, factional disputes arose regarding the claims of Nanking and Peking to become the seat of government, but no change was made in the capital. Among many reasons for the claim of Peking to pre-eminence is its great prestige gathered as the capital of the Empire for six centuries, and mandates issued from Peking are more apt to command respect than those from any other city, not excepting Nanking, the classical city.

General Description of Peking. The city of Peking consists of two parts, the Inner City, or *Nei-chêng*, and the Outer City, or *Wai-chêng*, known also as the "Tartar City" and the

"Chinese City," respectively. The Inner City, which is nearly square in shape, is in the northern area; the Outer City, which is rectangular, lying E. to W., is in the southern area, the two being separated by a wall pierced by three gates. Within its massive walls, 20 miles in circumference, built by the Ming Emperor, Yung-lo (15th century), this dual city covers an area of 25 square miles. The walls of the Inner City are 13 m. in length, 37 ft. in height, with a width of 64 ft. at the base, 52 ft. at the top; those of the Outer City are 21 ft. high, 21 ft. wide at the base, 15 ft. at the top. For defense in former days, guns mounted on the ramparts of the wall were fired through embrasures in the parapets—the latter nearly 5 ft. high. The walls, faced on both sides with brick and filled in with earth and mortar, were strengthened by buttresses built on its outer face, at intervals of 180 ft., and are pierced by 16 gates, each protected by a semi-circular enclosure, which, as well as the gates, is surmounted by towers provided with innumerable loopholes. At the corners of the walls are square guard-houses for the troops on duty. From a distance the view of these walls is most impressive. They have been kept in good repair but the guard-houses on them are becoming dilapidated, and brush is allowed to grow on the top of the walls, except between the Chêngyangmên and Chungwên-mên gates, a section handed over to the Powers after the Boxer troubles so that the Legations could be adequately protected. Now patrolled by foreign troops, this section, from which the Boxers bombarded the Legations in 1900, is an exclusive foreign promenade—no Chinese being allowed to walk on it.



Front view of the Winter Palace ?.

In the centre of the Inner City is the old Imperial City (*K'ung-chêng*) enclosed by a wall, in which is the old Imperial palace, or the "Purple Forbidden Palace" (*T'su-ching-chêng*), with lakes, parks, and an artificial mound called *Ching-shan* (also Coal Hill) in the grounds. (See p. 59.)

In the Inner City just inside *Chêngyangmên* gate, "the Front or Main Gate" and principal entrance from the S., is the *Legation Quarter* (*Tung-Chiao-min-hsiang*), in an area of about half a square mile, in which are the foreign legations, barracks, banks, and shops—a regular European town, backed by the city wall, and partly surrounded by walls and barrack buildings. East of it is *Tung-Tan-pai-lou*, now becoming a mixed quarter, with many Japanese residences, shops, hotels, and restaurants. West of the Imperial City are *Hsi-Ssu-pai-lou*, *Chi-pan-chieh*, *Hou-mên-Ta-chieh*, main streets which form the native business quarter of the Inner City. A comprehensive view of the two cities can be obtained from the tower above the *Chêngyangmên* gate, reached from Legation Quarter by a sloping road close to the end of Canal Street.

In the Outer City are the famous "Temple of Heaven" or *Tien-tan*, and the "Temple of Agriculture" or *Hsien-Nung-tan*. But a large part of the Outer City is yet undeveloped. Outside the *Chêngyangmên* gate and leading from it is *Chiên-mên-Ta-chieh*, a busy street, lined on both sides by rows of fine shops owned by wealthy Chinese. West of *Chien-mên-Ta-chieh* are *Ta-cha-lan* and *Kuan-yin-szu-chieh*, streets in which are located the Industrial Bazaar, theatres (*Hsi-yüan* or *Cha-yüan*), restaurants (*Fan-kuan*), drug-stores, shops selling satin and damask silk, hair-ornaments, etc. On *Liu chang* are book-stores, curio, and stationery shops. In the adjoining side-streets are furniture and wedding outfit shops.



Inner Gate to the Office of the President of the Chinese Republic.

Population. It is estimated that in 1922 Peking proper contained a population of about 930,000, including about 1,500 foreigners and 3,500 Japanese.

Public Offices:—

Location

Office of the President of the Chinese Republic, or <i>Tsung-tung-fu</i> (Pl. G 6) ...	Chi-ling-yu.
Council of State, or <i>Kuo-wu-yüan</i>	Hsin-hua-mên Hsi-yüan.
Foreign Department, or <i>Wei-chiao-pu</i> , (Pl. K 6)	Shih-ta jen Hu-tung.
Finance Department, or <i>Tsai-chêng-pu</i> , (Pl. I 8)	Hsi-Chang-an-chieh.
Home Department, or <i>Nei-wu-pu</i> , (Pl. I 7)	Nei-wu-pu-chieh.
Communications Department, or <i>Chiao-tung-pu</i> , (Pl. F 7)	Hsi-Chang-an-chieh.
Navy Department, or <i>Hai-chün-pu</i> , (Pl. K 4)	Tieh-shih-tzu Hu-tung.
War Department, or <i>Lu-chün-pu</i> , (Pl. I 6)	do.
Judiciary Department, or <i>Szu-fa-pu</i> , (Pl. 19, H 7)	Hsing-pu-chieh.
Education Department, or <i>Chiao-yü-pu</i> , (Pl. F 7)	Hsuan-wu-men-nei-chieh.
Agriculture and Commerce Department, or <i>Nung-shang-pu</i> , (Pl. E 6)	Fên-tzu-Hu-tung.
Metropolitan Police Office, or <i>Ching-shih Ching-cha-ting</i> , (Pl. I 7)	Hu-pu-chieh.
Telegraph Office, or <i>Tien-pao Tsung-chü</i>	Tung-Chang-an-chieh.
General Post Office, or <i>Yu-chêng Tsung-chü</i>	Hu-pu-chieh.
Railway Offices :	
(1) Peking-Suiyuan Railway, or <i>Ching-sui Tieh-lu Tsung-chü</i> (Pl. E 5) ...	Yang-ju Hu-tung.
(2) Peking-Hankow Railway, or <i>Ching-Han Tieh-lu Tsung-chü</i> (Pl. 1, J 7) ...	Tung-Chang an-chieh.
Municipal Office, or <i>Shih-cheng-kung-so</i>	Hsi-Chang-an-chieh.

Tung-Chiao-min-hsiang, or the Legation Quarter, as a distinct settlement dates from 1689 (28th year of Kang-hsi) when, in accordance with the terms of the Treaty of Nerchinsk on the Amur, between Russia and China,—the first treaty signed by China with a foreign power on equal footing—Russia stationed a representative in Peking, building the Ngo-lo-tzu-kuan or "Russia House" in Tung-Chiao-min-hsiang. In 1861 Great Britain and France established legations, closely followed by the United States of America, and Russia, and later by other countries: Holland, Italy, Germany, Japan, Austria-Hungary, etc. In 1900, Tung-Chiao-min-hsiang was besieged by the Boxers, assisted by Government troops, and the foreign population was barely saved from extermination by the timely arrival of the relieving forces of the six Great Powers. In accordance with the terms of peace afterward concluded, the Powers now have

permanent military guards stationed in their several compounds, and are prepared for defence in any emergency. Near the Chungwên-mên gate is the wireless tower of the American Marine corps, built to insure communication between the Legations and the world outside. The quarter is administered by the foreign legations.



Legation Quarter.

Christian Churches. Protestant : Methodist Episcopal (*Mei-mei Chiao-hui*), inside the Chungwên-mên gate ; American Board C.F.M. (*Kung-li Chiao-hui*), N.E. of Tung-Tan-pai-lou ; London Missionary Society (*Lun-tun Chiao-hui*), at Chung-wên-mên, and also at three other places ; Presbyterian (*Chang-lou-hui*), at Chung-wên-mên ; American Mission, Anglican ; Union Church, Y.M.C.A. ; Russian Orthodox Church, in the Russian Legation compound, and Roman Catholic Church (or *Tien-chu-tang*). Of the four churches of this faith, *Pei-tang* (at Hsi-an-mên) alone was saved in 1900, the others being destroyed by the Boxers. A new church, *Mi-ê-êrh-tang*, has been built in the Legation Quarter.

Temples : The Lamaist temple—*Yung-ho-kung* (Pl. K 2), or popularly *Ia-ma-szu* (An-ting-mên-li) ; Mohammedan mosques—*Ching-chên-szu* (in Tung-Ssu-pai-lou), *Fa-ming-szu* (An-ting-mên-li), *Pu-shou-szu* (Fou-chêng-mên-li) ; Buddhist temples—*Miao-ying-szu* (Fou-chêng-mên-li), *Lung-fu-szu* (Tung-Ssu-pai-lou, Pl. J 5), *Min-chung-szu* (S.W. of Tsai-shih, Outer City), *Tien-ning-szu* (Hsi-pien-mên-wai ; Pl. B 8), *Hu-kuo-szu* (W. of *Tê-shêng-mên-Ta-chich* ; Pl. F 3). Other temples—*Tung-yüeh-miao* (Chao-yang-mên wai), *Kung-tzu-miao* (or Confucian Temple, An-ting-mên-li ; Pl. K 2), *Po-yun-kuan* (Hsi-pien-mên-wai ; Pl. B 8), *Pan-tao-kung* or *Tai-ping-kung* (Tung-pien-mên-li ; Pl. M 8).

Schools. Among the schools opened under foreign auspices, those supported by American missions are the *Hui-wên Hsüeh-tang* (College), and *Hsieh-ho Nü-hsüeh-tang* (Girls' School), both on Chung-wên-mên-Ta-chieh, and also *Hsieh-ho Ta-tao Hsüeh-tang* (College), near Antingmên gate. *Hsieh-ho I-shüeh-tang* (Medical School near above College) is supported by the London Missionary Society; *Fa-wên-Hsüeh-tang* (College near Hsi-an-mên gate) is under French auspices. The *Pei-ching Hsieh-ho-i-hsüeh-tang* (Peking Union Medical College, and Hospital) on San-tiao Hu-tung, a small street in Tung-Tan-pai-lou district, is maintained by the Rockefeller Foundation, America. This is the most modern institution of its kind in China.

The following are the more important of the schools maintained by Chinese :

Government Schools,—*Ching-shih Ta-hsüeh-chiao* (Peking University at Hou-mên-li); *Fa-chêng Hsüeh-tang* (Law College on Tai-puszu-chieh); *Fa-lu Hsüeh-chiao* (Law College in Shun-chih-mên-li); *Shih-yeh Hsüeh-chiao* (Industrial School on Tsu-chia-chieh); *Shun-tien Chung-hsüeh-tang* (Middle School in Hou-mên-wai); *Wu-chêng Chung-hsüeh-tang* (Middle School in Liu-li-chang); *Kao-têng Hsüeh-chiao* (High School in An-ting-mên); *Tung-shêng Tieh-lu Ngo-wên-hsüeh-chiao* (Russian Language School in Tsung-pu-Hu-tung); *Shih-fan-Hsüeh-chiao* (Normal School in Hsi-shih-ku-hou); *Nü-tzu Shih-fan-Hsüeh-chiao* (Normal School for Women, on Shih-fu-ma-Ta-chieh street); *Chiao-tung-pu Chiao-tung Chuan-hsi-so* (Telegraph Operators' Training School, in Hsi-Chang-an-chieh-hou); *Shui-wu Hsüeh-tang* (Revenue Officers' Training College in Lu-mi-tsang-tung); *Tsai-chêng Hsüeh-tang* (Financial College in Shun-chih-mên-li); *Hui-wên Hsüeh-tang* (College in Hsiao-shun-Hu-tung); *Fa-wên Hsüeh-tang* (French Language School in Shun-chih-mên-li); *Kao-têng Shih-fan Hsüeh-chiao* (Higher Normal School, in Liu-li-chang); *Chung-kuo Ta-hsüeh-chiao* (State University in Hsi-chêng-kêng); *Yü-mei-ching-hua-Hsüeh-tang* (College in Ching-hsi-hai-tien); *Ming-tê Ta-Hsüeh-chiao* (College in Chien-mien-Hu-tung).

Fire Brigades, popularly known as *Shui-hui* or the "Water Association," are stationed at various places in Peking. Except one modern brigade, controlled by the Metropolitan Police, all are private associations, of which the larger ones are *Yung-chi Shui-hui Tsung-chü* (in Tung-Tan-pai-lou), *Hsi-an Shui-hui* (in Hsi-Ssu-pai-lou), *Chin-shan Shui-hui* (on Chin-shih-fang-chieh street). *Piao-chü*, known also as *Piao-tien*, are travellers' insurance offices. They are found in nearly all important streets. *Shih-chou-chang* are places where rice gruel is supplied (gratis) to the poor. Some of these charity houses are maintained by the government, others by private individuals. Of the former

may be mentioned *Yü-chüan-an* (Central part, Inner City), *Pu-shan-tang* and *Chung-shan-tang* (S. Quarter, Inner City), *Li-pai-tang* in Chuan-ta-Hu-tung (W. Quarter, Inner City), *Kung-shan-tang* and *Yuan-tung-kuan* (N. Quarter, Inner City), and *Yueh-shêng-tang* (*Hsü-an-wu-mên-li*; Inner City), with a branch at *Chi-tê-tang* (N. Quarter, Inner City). The *Chi-liu-so* are asylums for the poor, maintained by the government. There are five of these in the Inner City, three in the Outer City. *Orphanage*: An orphanage, maintained by the government, is located at Kuang-chü-mên-li.

Climate. The cold months of the year are November, December, January, February, and March, of which December and January are the coldest. April, September, and October are temperate. The summer heat begins in May and lasts through June, July, and August (July and August are the hottest months). Peking is dry, with very little rain or snow, and the air is bracing. Even during the rainy season (June) the rainfall is barely sufficient to wet the surface of the earth, and usually there are only 3 or 4 snowy days in the year, and the snow is never more than a few inches deep. Winter and spring months are windy. The north winds are biting cold; they kill vegetation and freeze the rivers. There is a kind of swirling wind called "the Mongolian wind," which filling the air with dust often shuts out the light of the sun. This wind has twirled Peking into the well-known trilogy, that "London is famous for its fogs, Tokyo for its mud, Peking for its dust."

Hygiene. Water:—Peking has a modern water system, which supplies the main parts of the city with excellent water; but in sections where pipes have not yet been laid the people depend upon well water, which is somewhat salty to the taste. A spring in the Tê-shêng-mên-wai section and a well in the An-ting-mên-wai section supply good water, so do several artesian wells, driven since 1900, the year of the Boxer outbreak. *Epidemics*:—Peking is comparatively free from epidemics similar to those from which the majority of Chinese cities suffer, though judging from the appearance and smells of the streets in the native quarters it is difficult to understand how Peking can be so free from such epidemics.

Itinerary Plans: *1st day*,—Central Park (Pl. H 6, 7), Purple Forbidden Palace, State Museum (Pl. H 6), Winter Palace (Pl. H 5), Marble Bridge or *Yü-ho-chiao* (Pl. G 5), Coal Hill or Ching-shan (Pl. H 5).

2nd day,—Temple and Altar of Heaven or *Tien-tan* (Pl. I J K 10-12), *Po-yün-kuan* and *Tien-ning-ssu* (Pl. B 8), both temples in *Hsi-pien-mên-wai*. For curio shopping, Liu-li-chang Street (Pl. G 9).

3rd day,—Via Hsichihmen gate, to Summer Palace or *Wan-shou-shan*, Jade Fountain or *Yü-chuan-shan*, Sleeping Buddha Temple or *Wo-fa-ssu*, *Pi-yun-ssu*, Western Hills, or *Hsi-shan*. (This trip must be done by automobile).

4th day,—Lama Temple or *Yung-ho-kung* (Pl. K 2), Temple of Confucius or *Kung-tzu-miao* (Pl. K 2), Bell and Drum Towers (Pl. H 2), *Hei-ssu* and *Huang-ssu* Temples, both outside the An-ting-men gate, Kuang-lsiang-tai (Observatory ; Pl. L 7), *Tung-yueh-miao*, outside the Chaoyangmen gate.

5th & 6th days,—The Ming Tombs and the Great Wall of China. Fifth day: Peking-Suiyuan Railway to Ching-lung-chiao, for a visit to the Great Wall, after which return to Nankow station of the same line and spend the night there. Sixth day, to the Ming Tombs and return to Peking.

If the traveller still has time to spare, the Hsiling (Western) Tombs (end of the Hsiling Branch line) are worth visiting. (See p. 78.)

Railways: *Peking-Mukden Line.* The Peking terminal of this line is Cheng-yang-men or Chienmen Station (Pl. I 8). At Mukden there are two stations, the S.M.R. and C.G.R. The total length of the line is 522.6 m., covered in 20–22½ hours. From each terminal 2 daily through trains (equipped with buffet and sleeping-cars) make connections with trains on the Tientsin-Pukow Line at either the Central, or the East Station, Tientsin, connecting also at Mukden (S. M. R. Station) with trains on the South Manchuria Railway. Also one daily through Express train (with buffet and sleeping-cars) is run from Peking to Pukow and vice versa. Besides these there are run daily between Peking and Tientsin (86.6 m., 3–4½ hrs.) one fast and 2 ordinary passenger trains, and between Peking and Shan-hai-kuan (262.2 m., 12 hrs.) one passenger train which connects at Tientsin with the through mail train, to Pukow and at Shan-hai-kuan with a train to Mukden. From Chienmen station to Tung-chou (15.3 m., 1 hr.) there are 3 daily local trains, all stopping at Tungpienmen station at the S.E. corner of the city. For further particulars relating to fares, etc., on the Peking-Mukden Line, see p. 2.

Peking-Hankow Line: General Railway Office, on Tung-Chang-an-chieh street. Peking terminal—Chienmen (or Tsienmen station ; Pl. H 8); Hankow terminal—Ta-chih-men (or Ta-tchemen). Total distance between the two cities, 750.6 m. or 1,208 km., covered in about 36–40 hrs. There are two weekly Express trains (Mondays and Thursdays) with buffet and sleeping-cars, and 2 daily Through Mail Trains with buffet car, connecting with trains on the Hsiling Line between Kao-pei-tien (or Kao-pei-tien) and Liang-ko-chuang (or Leang-kou-tchuang), 26.7 m., at Kao-pei-tien, which is 52.2 m. from Peking (these trains are so timed as to connect with similar trains on the Peking-Mukden Line). One daily Passenger Train is run on the sections

between Peking and Pao-ting-fu (90.7 m.), and between Yü-tai-men (Hankow) and Siao-kan (45 m.). Mixed freight and passenger trains are run between Chienmen station and Liu-li-ho (31.1 m.), between the latter and Chou-kou-tien (or Tcheou-keou-tien, 40 m.), and between Fengtai on the Peking-Mukden Line and Lu-kou-chiao (or Lou-keou-kiao) on the Peking-Hankow Line. For further particulars relating to fares, etc., see p. 92.

Peking-Suiyuan Line:

General Office, Hsi-Ssu-pai-lou, Peking. Feng-tai to Ta-tung-fu (238.1 m.—12 hrs.), *via* Hsichih-men station, outside Hsi-chih-men gate, Inner City, and from Ta-tung-fu to Suiyuan (177.1 m.—15 hrs.), *via* Feng-chen and Ping-ti-chuan,—a total of 415.2 miles. This line connects with the Peking-Mukden Line at Feng-tai and from there connects with the Peking-Hankow Line by means of the line between Feng-tai and Lu-kou-chiao. Hsi-chih-men (Pl. D 2) is the main Peking station; Kuang-an-men (Pl. B 9) is another station in Peking. On this line are operated daily one express train with buffet car between Peking and Feng-chen, and one mail train each way between Peking and Kalgan (Chang-chia-kou), Kalgan and Ping-ti-chuan, Ta-tung-fu and Suiyuan, and between Ping-ti-chuan and Suiyuan; one local train between Peking and Kang-chwang, and between Kang-chwang and Kalgan. But, as no through train is run on this line, passengers intending to go beyond Feng-chen are obliged to stop over night at Feng-chen or Ta-tung-fu. For fares, etc., see p. 81.



Buddha Image, Lama Temple—p. 60

Other Means of Conveyance. *Tung-yang-chê.* The most common and the cheapest means of conveyance is the *Tung-yang-chê* or rickisha:—tariff, see p. 40. Carriages and Automobiles:—tariff, see p. 40. Bicycles or *Tzu-hsing-chê* are now in common use—they can be hired for 60 cents a day.

Chiao-tzu or palanquins may be hired for about \$2 a day, but they are gradually being replaced by rickshas even in crowded parts of the city. The local horses are small, but have great power of endurance; saddle-horses may be hired for \$1 a day. *Lü* or donkeys, with saddle and bridle, may be hired for about 50 cents a day (extra charge made for country trips). *Lo-tzu* or mules, quiet and obedient animals, larger than the ordinary Chinese horses, may be hired for \$1 a day. *Lo-to-chiao* are palanquins placed on the backs of two mules tied close together. The palanquin is furnished with padded quilts, so that the passenger may either sit or lie in it. The mules can walk about 34 m. a day. *Ma-chê*, the Chinese carriage, has no springs and on the bad Chinese roads it is exceedingly uncomfortable. *Ta-chê*, also called *Chang-chê*, is a 10-passenger cart for the conveyance of either goods or passengers—cheap fare. *Tui-chê*, also called *Hsiao-chê*, are wheel-barrows used for carrying drinking-water, coal, manure, and sometimes coolies.

Water Routes. *Tungchou Canal.* Peking is connected with the river *Pei-ho* at Tung-chou by the Tungchou Canal, and as the *Pei-ho* joins the Grand Canal (*Ta-yün-ho*) at Tientsin, Peking is in water communication, by means of the Grand Canal, with Hang-chow in the province of Chekiang. The total length of the canal is 900 miles—the longest in the world. The Tungchou Canal, connected with the river *Hu-chêng-ho*, which encircles the city, really begins at the Tatungchiao bridge, outside the Chaoyangmên gate of the Inner City. Between Ta-tung-chiao and Tung-chou are several locks, at each of which the passenger is obliged to change boats. This canal was dug under the Yüan Dynasty (14th century) as a part of the Grand Canal, in order to facilitate the transportation of the tribute rice from South China. While it is no longer utilized for its original purpose, it is a most valuable means of conveyance for merchandise of all kinds. During the winter months, boat-sleighs are run on the ice. These sleighs may be hired in the neighbourhood of Ta-tung-chiao bridge.

Streets. The city has been transformed by the construction of good modern streets. The new streets in the Inner City are, (1) in the E. Quarter, one leading from Chung-wên-mên (the most eastern of the three S. Gates) to the N. wall, and another leading from An-ting-mên (N. Gate) to Wang-fu-ching-Ta-chieh, and other streets crossing them: *Tung-Chang-an-chieh*, *Têng-shih-kou*, *Ku-lou-Ta-chieh*; (2) in the W. Quarter, a street leading from Hsi-an-mên (W. Gate of the Imperial City) to Hsi-chih-mên (W. Gate), and another leading from Hsüan-wu-mên (the westernmost of the three S. Gates) to Tê-shêng-mên (N. Gate)—and other streets crossing them. (3) In the Outer City there are also several good streets: *Chien-mên-Ta-chieh*, *Lo-ma-shih-Ta-chieh*, *Ta-cha-lan*, etc.

Highways. Seven highways lead from Peking to neighbouring places : (1) From the Chiaoyangmên gate to Shan-hai-kuan and beyond, *via* Tung-chou ; (2) From the Hsichimên gate to Wan-shou-shan (Summer Palace) ; (3) From the Têshêngmên gate to Kalgan, *via* Chang-ping-chou ; (4) From the Kuang-an-mên gate into the provinces of Shansi and Shensi, *via* Pao-ting-fu, Ting-chou, and Chêng-ting-fu ; (5) *via* Ku-pei-kou to Jehol, and beyond ; (6) *via* Ho-chien-fu into Shantung Province ; (7) *via* Hsüan-hua-fu into Sinkiang Province, traversing the N. portions of the provinces of Shansi and Kansu.

Industries. In Peking there are no large modern industrial establishments ; the following, however, may be mentioned :

(1) Government Industrial Factory of Peking (*Peking Kung-i-kuan-chü*, Pl. E 9, on Chang-i-mên-Ta chieh) is a government workshop in which is manufactured glassware, rattan articles, lacquerware, hardware, woollen and silk fabrics, embroidery, etc. The factory is also equipped with a printing department, and with modern appliances for sinking artesian wells, and it also maintains experts for sinking these wells. This establishment is really a practical Industrial Arts School. An average of about 500 apprentices are being trained continually. The Industrial Museum, also on Chang-i-mên-Ta-chieh, is under the control of this factory.

(2) Private Industrial Factory of Peking (*Peking Kung-i-Shang-chü*, Pl. G 9, on Liu-li-chang). Here are made woollen fabrics and carpets, woodenware and carved-wood articles. Electroplating, dyeing, etc. are also carried on. The output of the 300 workers constantly employed is exhibited for sale.

(3) Match Factory (*Tan-fêng Huo-chai Kung-szu*), a workshop similar to those mentioned above. Its product is sold to retail dealers in the city.

(4) Peking Electric Company. (*Tien-têng Kung-szu* ; Pl. H 8)—capital \$200,000—the shares mostly held by government officials) supplies the city with electric light.

(5) Tobacco Company (*Pei-yang Yen-tsao Kung-szu*) makes cigarettes.

Peking has become the centre of manufacture of the woollen rug known as the "Tientsin Rug." These rugs are made in small shops and factories situated principally in the narrow streets outside Hatamên gate. Dyed with native herbs, wood and bark, and of pleasing design, they have a large foreign market. The old Kuang-hsi and Chien-lung rugs are high priced. They are distinguished by the sheen of the wool, the yellowish-brown colour which the cotton strands acquire through age (a colour which dye cannot duplicate), and by the mellowness of the colours.

Agriculture. The main agricultural products of the neighbourhood of Peking are rice, barley, wheat, kaoliang, Indian corn,

sorghum, beans, peas, peanuts, potatoes, sweet potatoes, taro (a kind of potato), onions, arrow-heads (a water-plant), lotus-roots, lettuce, *pai-tsai* and other kinds of greens, egg-plant, water-melons, musk-melons, gourd-melons, etc.

Horticulture. There are many private horticultural gardens and nurseries (*Hua-chang*) in the suburbs of the city. Yu-an-mên-wai (Pl. D 12), Chao-tsun-tien and Fêng-tai (both in Yung-ting-mên-wai) are important nurseries. Some of these *hua-chang* are large establishments owning several hot-houses, where flowers and potted plants are raised. These nurseries have branches in the city: at Lung-fu-szu (Pl. J 5), Hu-kuo-szu (Pl. F 3), etc.

Stock-farming. There are no stock-farms in the vicinity of Peking; the horses, donkeys, and mules used in the city come from Mongolia—as do the sheep for meat supply.

Trade. While Peking has some outside trade with places on the caravan routes, its main trade is that created by the demands of its citizens and the foreign community. In the city are many merchants from different provinces of China proper and from Mongolia and Manchuria.

Various Business Organizations: Peking Chamber of Commerce of *Shang-wu Tsung-hui* on Hsi-liu-shu-ching, Chien-mên-wai. Associations or guilds, *Hui-kuan*—(1) *Provincial Guilds*. These are numerous guilds of merchants from the several provinces.

(2) *Business Guilds:* Yen-liao Hui-kuan (dyes), Yao-hang Hui-kuan (medicines), Yen-hang Hui-kuan (tobacco), Chou-tuan-hang Hui-kuan (silk fabrics), Ting-hang Hui-kuan (indigo), Tang-hang Hui-kuan (pawnbrokers), etc.; other associations, called *Shang-hui*—Pei-ching Cha-hang (tea), Pei-ching Yang-huo Chou-tuan (damask silk), etc.; *Ya-hang*, a class of brokers who maintain rooms for the accommodation of provincial merchants during their stay in Peking, make commission-sales of goods, act as agents for the payment of the import tax (octroi), and collect money for their provincial customers from purchasers of their goods. Numbering more than 100, most of these brokerage houses are situated in three localities: Chung-wên-mên-wai, Chêng-yang-mên-wai, and Hsüan-wu-mên-wai. The best-known houses are *Yen-hang* (tobacco), *Chiu-hang* (liquors), *Cha-hang* (tea), *Pu-hang* (cotton cloth), *Tang-hang* (pawnbrokers) and *Chien-hang* (money exchange). **Markets and Fairs:** *Tung-an-Shih-chang* and *Hsi-An-Shih-chang* are markets owned by the government, situated on Tung-an and Hsi-an streets. Fairs are maintained by different trades:—*Yin-chien-shih* (silver and copper cash), *Chu-pao-shih* (jewelry), *Yü-chi-shih* (articles made of precious and semi-precious stones), *Pi-i-shih* (furs), *Jou-shih* (meat of different kinds), *Yü-shih* (fish)—all in Chien-mên-wai, *Mi-shih* (rice) in

Tung-Ssu-pai-lou and several other places, *Chu-shih* (pigs) in Tung-Ssu-pai-lou-hsi, *Yang-shih* (sheep) on Pei-ta-chieh, Tê-shêng-mên-wai, *Ma-shih* (horses) on Pei-ta-chieh, Tê-shêng-mên-wai, *Chai-shih* (vegetables) on Nan-ta-chieh, Hsüan-wu-mên-wai, *Kuo-wu-shih* (fruit) in Chien-mên-wai.

Chinese Shops: Porcelain :—*Tê-tai* and *Tê-chêng* (both on Chien-mên-Ta-chieh), *Ching-hua-chai* (at Liu-li-chang), *Tê-yüan-hêng* (on Chung-wên-mên-Ta-chieh); Portrait Painting :—Sung-hsüeh-hsien (on Liu-li-chang); Silver Works :—*Tê-pi-lou* (at Hua-êrh-shih); Candies :—*Hsin-yüan-chai* (at Liu-li-chang); Cloisonné Ware :—*Yang-tien-li* (on Ping-yao-Hu-tung); Fans :—*Ching-pi-kê* (at Liu-li-chang), *Hua-mei-chai* (at Têng-shih-kou, S. of Tung-Ssu-pai-lou), *Chu-mei-chai* (at Ta-cha-lan, Chien-mên-wai); Curios :—*Ta-kuan-chai* (on Liu-li-chang), *Yen-ching-tang* (on Liu-li-chang), *Jü-ku-chai* (on Liu-li-chang), *Shih-chu-shan-fang* (on Chung-wên-mên-Ta-chieh), *Kuang-hsing-lung* (on Chung-wên-mên-Ta-chieh), *Shui-chên-hêng* (on Chung-wên-mên-Ta-chieh); Calligraphy and Paintings :—*Lun-ku-chai* (on Liu-li-chang), *Fang-ku-chai* (on Liu-li-chang); Silk Fabrics :—*Shui-fu-hsiang* (on Ta-cha-lan), *Shui-lin-hsiang* (on Chien-mên-Ta-chieh), *Shui-tsêng-hsiang* (on Chien-mên-Ta-chieh); Ancient Coins :—*Kuang-wên-chai* (on Liu-li-chang); Bronze and Brass Works :—*Chu-ku-chai*, (on Chung-wên-mên-Ta-chieh), *Wan-i* (on Chien-mên-Ta-chieh), *Kung-hsing-yung* (on Chien-mên-Ta-chieh).



Ta-ho-men Gate, Purple Forbidden Palace

Theatres and Places of Amusement. *Chinese Theatres* or *Cha-yüan* (also *Hsi-kuan*) and *Shu-kuan*, or Variety Halls (in the latter the usual entertainment is story-telling on historical and romantic subjects), are numerous in Peking. The principal theatres are Hsin-ming-ta-hsi-yuan (at Hsiang-chang, outside Chenmen gate); Ti-i-wu-tai and Wen-ming-Cha-yuan (both at Hsi-chu-shih-kou, outside Chenmen gate); New World or *Hsin-shih-chieh* (on Hsiang-chang), where various kinds of entertainment are given), etc. Ti-i-wu tai is a large establishment in foreign style—performances daily, from noon to 6 p.m., and from 9 p.m. to 2 a.m., admission; box, \$12, single seats, 80, 60, and 4 cents. *Mei-lan-fang*, the most famous actor in China, may frequently be seen at this theatre or at the Chi-hsiang-yuan, on Tung-an street, near the market, inside the city wall.

Foreign-Style Theatres: Peking Pavilion or *Ping-an-tien-ying Kung-szu* (on Tung-Chang-an-chieh, admission \$1), Gaiety Theatre or Kai-ming-hsi-yuan (on Hsi-chu-shih-kou), both showing moving pictures principally. **Pleasure Boats:** There are many pleasure boats for hire on the Hu-cheng-ho (which encircles the city), resorted to on summer days, when the tea-houses and restaurants on the river's banks do a large business. **Skating:** The *Hu-chêng-ho* offers good skating in winter. Many Chinese make rough skates by tying a piece of iron to the sole of each shoe.

Places of Interest. Few visitors leave Peking without declaring that its street life is fascinating. Its native wheelcarts, springless, drawn by mules; the lines of double-humped camels from the deserts of Mongolia, in the seasons when travel is possible; its shops; its gorgeous wedding and funeral processions; its beautiful homes tucked away in small, narrow streets, some accessible through the Legations—all contribute to make one's visit to Peking memorable and worth while, even if there were not scores of other attractions to be seen.

The Kung-chêng or Imperial City. Inclosed by a rectangular brick wall 20 ft. high, the Imperial City occupies the centre of the Inner or Tartar City. It has four triple gateways, the main gate (Tien-an-mên) facing S., being protected by a defensive approach with an outer gate (Ta-ching-mên), close to Chêng-yang-mên (S. Gate of the Inner City). The central entrance of the gates is reserved for the Emperor's use.

Purple Forbidden Palace. In the centre of the Imperial City is the *Tzu-chin-chêng* 紫禁城 or "Purple Forbidden Palace," in which stands the Emperor's palace, containing many halls notable for their magnificent proportions and barbaric splendour. Among these halls may be mentioned the *Tai-ho-tien*, where the Emperor used to hold court on New Year's day; the *Chung-*

ho-tien, used for Imperial religious services; the *Pao-ho-tien*, where the Emperor held a banquet on New Year's eve in honour of the ambassadors of the tributary states; the *Chien-ching-kung*, where the Emperor gave audience to high functionaries of state; the *Chiao-tai-tien*, where the Imperial seals were kept; the *K'ung-ning-kung*, which served as the residential quarter for the late Empress Dowager, *Hsi-tai-hou*; the *Yang-hsin-tien*, where lived the unfortunate Emperor *K'uang-hsu* and his Empress, virtually prisoners because of the Emperor's advanced ideas which were not acceptable to the Empress Dowager. These palace halls are surrounded by the residences of high court functionaries. Up to 1900, when Peking was captured by the Allied troops, foreigners were not allowed to enter the Purple Forbidden Palace which for centuries remained a mystery to the outside world. Visitors are now admitted upon payment of 30 cents.

In the cosmography of the Chinese, colours pertain to directions and association with the stars. Purple is the colour of the North and of the North Star, and purple is the colour about which the cosmos revolves, and as the Forbidden Palace is the Chinese centre of the Universe, this dwelling place of the Emperor has the additional name of "Purple" Forbidden Palace.

The Winter Palace, situated west and close to the Purple Forbidden Palace, is the name given to the numerous buildings, parks, and groves which border the lakes, once marshes prior to the Mongol occupation. The original buildings, according to some Chinese scholars, were built by Kublai Khan; the present buildings, dating from the Ming and Manchu dynasties, are comparatively modern. Those at the Central and Southern lakes are now used as offices and reception halls,—one for the residence of the President of the Republic. Only the North lake section is now open to visitors, by passes obtained from their respective Legations, though, in the near future, the grounds may be opened to the general public upon payment of a small fee.

Upon entering the North lake gardens the most notable structure seen is the white marble pagoda, *Pai-ta*, erected by Shun Chih, the first Manchu emperor. This building is modelled after the Buddhist reliquaries common throughout Tibet and Mongolia, which by their five sections: the base, body, spire, crescent, and ball symbolize the five elements: earth, water, fire, air, and ether. Near the entrance to Yung-an-szu temple (at the foot of the slope) dedicated to Manjusri, in which is his copper statue, there will be noticed a group of four figures that represent the demon leaders of heretical sects, which, by Buddha's order, are held prostrate by geese, symbolical of docility and timidity; above them are weighty animals assisting in holding down the figures: the whole in charge of a god with 10 heads, and several faces in singular positions, and with 15 hands on each side, and a serpent for his girdle. In the N. E. part of the grounds is the Altar of the First Silk Worm Bred, a temple dedicated to the Empress *Hsi Ling Shih*, or *Lui Tsu*, believed to have lived about 4500 years ago and to have introduced silk-worm culture and silk into China. Near the temple is a mulberry grove in which silk-worms were once reared which annually furnished succeeding Empresses and the ladies of their households with thread for their spinning, their work setting an example to the women of the nation in the production of silk.

The Marble Bridge, spanning a narrow stretch of water between the North and Central lakes, is a splendid 7-arched structure from which the view to the north over the expanse of clear water, and the artificial hills and parks, temples and pavilions, which border the shores of the lake, is one of the best in Peking of Oriental landscape art in its highest development. On the S. side of the bridge the view of the Central and South lakes is partly cut off by a wall erected by President Yuan Shih-kai, to secure greater privacy, when he resided in the grounds.

State Museum (Pl. H 6). Inside the western entrance (Hsi-hua-men gate) to the Purple Forbidden Palace are two buildings, named Wu-ying-tien and Wen-hua-tien, which contain a part of the large collection of Chinese antiques brought to Peking through many generations by the Manchus, and a great store of similar articles removed from Mukden by the Chinese republican government, when Yuan Shih-kai was president. Admission, \$1.

The priceless Chinese art objects in this national museum constitute a collection that is unrivalled anywhere. Experts have valued it from thirty to as high as one hundred million dollars. The room space, though crowded, is insufficient to hold the entire collection, much of which is stored in adjoining buildings. The designs of its ancient bronzes and jades, pottery and porcelain, as well as its ivory carvings, cloisonné and damascene work, have influenced later Chinese art and have been widely copied.



Ching-shan Hill, also "Coal Hill"

Ching-shan 景山 or "Prospect Hill" (150 ft. high; Pl. H 5), so named for the reason that from its summit, or rather 5 summits, on each of which stands an arbour, a good view of the whole city may be seen. By some it is believed to be an artificial mound made by piling up an immense amount of coal (hence its other name *Mei-shan* or "Coal Hill")—a precaution

said to have been taken by the first Emperor of the Yüan Dynasty to provide fuel in time of siege; by others it is believed that the hill was built of silt taken from the three lakes to the west when the original marshes were drained to provide sites for Kublai Khan's palaces and parks. Borings have not disclosed coal. The hill is covered by a pretty grove of trees and is surrounded by a wall nearly a mile in circumference. It is not open to the general public, but visitors may secure admission through their respective Legations.

The Central Park or *Chung-ying Kung-yuan* 中央公園 (Pl. H 6, 7), is an extensive garden in the Imperial City, south and south west of the Forbidden City, which has been set apart by the government as a public recreation ground. Facing the entrance is a handsome Victory Memorial made with material of a monument originally erected in honour of the German minister, Baron Kettler, which stood between Tung-Tan-pai-lou and Tung-Ssu-pai-lou (arched gateways) inside the Chung-wên-mên gate, and which was razed during the World war. The courageous Baron, the first victim of a costly fanaticism, was riddled with Boxer bullets while on his way to protest against the anti-foreign activities of the organization. In the Park are broad avenues of old trees, flower gardens, restaurants, and refreshment pavilions. This charming spot is largely patronized in summer by the residents of the city. Admission, 10 cents.

West Park or *Hsi-yuan* 西苑 (Pl. G H 4-6), situated W. of Prospect Hill, is tastefully laid out. It contains *Pei-hai* ("North Lake"), in which is an islet, *Chiung-tao*. The lake is crossed from E. to W. by a handsome marble bridge. *Ying-tai*, a villa on the islet and surrounded by a grove of trees, is most picturesquely situated.

Yung-ho-kung 雍和宮, ("Lamasery of Eternal Peace"), a show place always visited (Pl. K 2), situated on *Pei-hsin-chiao*, the extension of Hatamen street, inside *An-ting-mên* (N. Gate of the Inner City), is a celebrated Lamaist temple, a monastery practically, which counts among its patrons the Emperor *Yang-chêng* (1723-1735), a convert to Lamaism, who, upon ascending the throne, presented his former residence in the compound to the Lamaists. Similar to most Buddhist temples in China, the monastery consists of semi-detached buildings grouped around court-yards, many of them ornamented with elaborate carvings. The six principal buildings, roofed with yellow tiles, are now much out of repair.

In Peking there are several Lama temples, but this monastery is considered the most important branch of the Tibetan Buddhist Hierarchy which, from its seat in Lhasa, wields great influence throughout Tibet, Mongolia, and a large part of northern Manchuria. It is the official residence of the Living Buddha, an incarnate god, although he does not actually live there, and it is the residence of hundreds of lamas, or priests, whose abbots, in the past, were useful inter-



Lama Temple

mediaries of the emperors, particularly the Manchurian, in their dealings with distant Tibetan and Mongolian tribes—whose aid at times was invaluable to them. Most of the lamas are Mongols, but there are a few Chinese and Tibetans; the latter may be distinguished by their dark skins and more aquiline features. Although an admission charge of 50 cents, silver, is made and notices requesting visitors not to give tips are placarded, yet occasionally visitors are annoyed in secluded places by irresponsible neophytes who try to extort money, and to whom no attention should be given. Under the republican régime the revenue of the monastery is scant as compared with that received under imperial favour, and foreigners' tips are welcomed.

This temple is interesting in its reproduction of Tibetan and Mongolian monastic life, and religious ritual. In the first courtyard entered is a pair of bronze lions, unusually good examples of casting of the conventional Chinese lions which figure so largely in Buddhist symbolism and which are used as guards against predatory demons in front of many public buildings and large residences. The outstanding object of interest in the monastery is a giant Buddha, a representation in wood of Budhisattva Maitreya, the Buddhist redeemer. The image, 60 ft. high, standing in a building 70 ft. high, in the northern courtyard, is said to have been carved in Tibet from a single tree trunk. The attendants say that the image is "seventy elbows high," the height the revered Buddha is believed to have reached in his reincarnations. This huge Lamaist figure passes through several stories of the building and around it is a winding stairway which may be ascended upon payment of a small fee for a view of the

stern figure from above, which, it will be noted, is the same god that Chinese Buddhism represents as a rotund, smiling Buddha. A prayer wheel in the same building is almost as high as the image, and other prayer wheels are located in various parts of the compound—all of which may be spun by visitors who desire to mechanically acquire credit in the future life, as one spinning of the wheel is believed to be equal to a thousand prayers.

The prayer hall where the lamas assemble for their services contains a rather crude image of Buddha Gautama, distinguished by its yellow silk hood and cape, and an array of lesser figures, inscribed banners, altar lights, and much of the sacerdotal paraphernalia of the Lamaist ritual, the latter said to be the most complete in China. The story of the Buddha in this hall is that Emperor Chien Lung, 1736-1795, who at one time was strongly influenced by Lamaism, dreaming of the existence of this image in a temple on the borders of Tibet, sent a monk to fetch it to Peking, who, after some wonderful adventures, succeeded in finding it, and with the image tied on his back started upon his return journey; but as the road lead through Russian territory, the monk had great difficulty in finding his way because he did not speak Russian. However, the image solved his difficulties by acting as interpreter throughout the weary trip. In front of the prayer hall is a 7 ft. bronze tripod, said to be a replica of those formerly found at Honan (Loyang), an ancient capital of China. Behind it is a large stone tablet upon which is inscribed the history of Lamaism in the Tibetan, Chinese, Manchu, and Mongol languages.

There are many objects of more or less interest in the monastery, including a golden model of Paradise, a replica of the great Lamasery in Lhasa, images of the two hippopotami which fiercely attacked Emperor Chien Lung, and two fantastic images of the servants who saved the emperor's life in this attack. In a hall to which foreigners are not often directed, but which, by persistence, may be entered upon payment of a small fee, is a group of obscene figures which depict the grosser forms of Lamaism, which apparently had some connection with the old Phallic worship.

It is advisable to visit the monastery early in the morning or in the late afternoon, the times in which the interesting matin or vesper services are held. The monks, clad in their yellow, orange, or brick red costumes file into the hall and kneel about the abbot, who thereupon lifts a bunch of peacock feathers as a signal for the service to begin. Then in a burst of cymbals, drums, and conch shells there rises weird sounds, a strange harmony like nothing else on earth. This is followed by a chant, during which the monks make odd gestures, one of the forms of their religion that they are most scrupulous in observing.

Those who visit Peking on the 30th day of the first Chinese moon (lunar calendar, usually in March) can see the famous Lama "Devil Dance." This dance is well described in *Peking*, by Juliet Bredon.

"After a long period of waiting, patiently endured, several beings half human, half devil, suddenly hurl themselves into the very midst of the expectant throng. Their costumes are weird, resembling those of Red Indian Medicine men. Death's-head masks cover their faces, red painted flames lick their limbs from foot to knee, and in their hands they carry fearsome-looking long-lashed

whips to be used in clearing a space for the dance. With demoniacal yells they dash about, pushing back the crowd and beating the unwary till they have made sufficient room. Then from the temple emerges a strange procession of dancers. They also wear strange vestments of many colors and huge ghastly masks of bird or beast. To the slow and measured cadence of unmelodious music, to the sound of hand drums and great drums, small flutes and great flutes, and pandean pipes of a form unknown to Western Pan, they advance in fours bowing and circling, their heads lolling from side to side with the time and movement of their bodies. The performance, which lasts for hours to the immense delight of the crowd, who, regardless of the attentions of the long whipped devils, draw closer in an ever diminishing circle, culminates in the cutting up of an effigy of the Evil Spirit."

Another interesting sight is afforded when the lesser monks gather and with much grotesque posing and hand clapping catechize each other upon their studies.

Confucian Temple or *Kung-tzu-miao* 孔子廟, the old national university of China (Pl. K 2), situated on Chêng-hsien-chieh, S.E. of Antingmên gate, directly W. of the Lama Temple, is a stately temple dedicated to Confucius. In the temple grounds are many ancient cypress-trees which help to give the temple an atmosphere of solemnity. After entering the outer gate, the visitor will note on both sides of the path, numerous stone monuments which record the names of the scholars who successfully passed the state examinations during the Ching, late Manchu, Dynasty. Just inside the second gate (Ta-chêng-mên) are ten Shih-ku or "Stone Drums," and facing the gate is the Main Temple, *Ta-chêng-tien*, surrounded by large trees six centuries old, said to have been planted by *Hsu Hêng*, the president (*Kuo-tzu-chien Chi-chiu*) of the Imperial University under the Yüan Dynasty. In this grove, standing on carved tortoises, are stone monuments recording the Imperial messages to the Great Sage, reporting the important national events that happened from time to time. The Tachêngtien Hall contains the spirit-tablet of Confucius ("The supreme sage and ancestral teacher"). It is encircled by the tablets of the Four Sages, *Yen-tzu*, *Tzu-szu-tzu*, *Tsêng-tzu*, and *Mencius*, and the Ten Philosophers, *Min-tzu*, *Jan-tzu*, and other disciples of Confucius. Hung near the main beam of the hall are numerous tablets bearing autographs of the Manchu Emperors. In the galleries outside the hall are the tablets of the Seventy-two Disciples of Confucius.

The Shih-ku or "Stone-Drums" are not real drums, but are roughly chiseled black boulders so named from their drum-like shape. These really are very old records, dating back to the time of the Emperor Hsüan Wang (827 B.C.) of the Chou Dynasty. The stones, 2 ft. high, 1 ft. in diameter, contain records of exploits in connection with a great hunt undertaken by the Emperor Hsüan Wang, accompanied by his courtiers and state officials. These records, considered to be genuine, are very interesting and curious memorials of three thousand years ago; their inscriptions, of seal characters, now almost indecipherable, have always held the interest of archæologists as examples of the earliest known Chinese written language. Many rubbings of them have been taken.

Hall of Classics or *Kuo-tzu-chien*, 國子監 (Pl. J 2), just behind the Confucian Temple, is an Imperial University of the

old style. There are several large halls, reminiscent of the classical past of China. In pavilions on either side of the main enclosure stand the *Shih-san-ching Shih-ching* or the "13 classics cut in stone," set up by the famous Emperor Chien-lung (1736-1795). These Stone Scriptures contain the authorized text of the Thirteen Classics,* to which were referred all questions regarding text. From the throne in the main hall the Emperors on state occasions expounded the classics. Behind the throne is a picture of the Five Sacred Mountains, and in the south quadrangle is one of the handsomest structures in China—a memorial arch of white marble in which yellow and green tiles have been effectively used. The sun-dial in the main courtyard formerly furnished the official time.



Astronomical Observatory Instruments

***The Thirteen Classics** are :—The Canon of Changes (*I-ching*), the Canon of Poetry or Book of Odes (*Shih-ching*), the Canon of History (*Shu-ching*), the Spring and Autumn Annals (*Chun-chiu*), with three Commentaries (*Tso-tzu chuan*, *Kung-yang Chuan*, *Ku-liang chuan*), the Book of Rites (*Li-chi*), the Chou Ritual (*Chou-li*) the Decorum Ritual (*I-li*), the Book of Filial Piety (*Hsiao-ching*), the Confucian Analects (*Lun-yü*), the Exposition and Rectifier of the Classics (*Erh-ya*), and the Book of Mencius (*Meng-tzu*).

The stone tablets on which these classics are written are preserved to perpetuate these sacred memoirs of antiquity and as an insurance against their destruction, as was attempted by Shih Huang. This emperor, the builder of the Great Wall, styling himself the First Emperor, nurturing the idea that history should begin with his reign, tried to destroy all prior historical records and also tried to kill off scholars to avoid bothersome criticism. Hence arose the necessity of preserving the classics in stone.

Drum Tower or *K'u-lou* 鼓樓 (Pl. II 2), situated due N. from the back gate of the Imperial City, was originally built near

the close of the 13th century by the Emperor Shih-tsu, the founder of the Yüan Dynasty. The present massive brick building is the result of many renewals and repairs, made by the Ming and Ching Emperors. The tower, at the base 168 by 112 ft., is 98 ft. high (65 ft. higher than the city walls). It stands on a high brick foundation and is surrounded by galleries. From the upper story a splendid view of the surrounding country may be obtained. Originally the tower contained a copper clepsydra which measured time by the trickling of water, the level indicating the hour, but this was destroyed by fire at the close of the Ming Period, and since then incense sticks and clocks have been used. It now contains one large drum 6 ft. in diameter, and 2 smaller ones, though before the Boxer Rebellion of 1900 there were altogether 24 of the smaller drums. These were beaten ordinarily to direct changes of the night-watches, and on rare occasions to warn the citizens of some national disaster. Visitors should apply to the guard for admission.

Bell Tower or *Chung-lou* 鐘樓 (Pl. H 2), N. of the Drum Tower, more graceful though less impressive than the latter, is celebrated on account of the big bell it contains, which is said to weigh 60 tons, and is 14 ft. high, 34 ft. in circumference at the rim and 9 in. thick. It is struck by a wooden beam, swung on the outside. The bell dates back to 1420 (18th year of Yung-lo, of the Ming Period).

The Astronomical Observatory or *Kuan-hsiang-tai* (Pl. L 7), on the top of the city wall, in the S.E. portion of the Inner City, was built in 1279 by order of the first Yüan Emperor, Kublai Khan. It is the oldest observatory in the world. The first European observatory was built in Denmark in 1576 by Frederick III. In the 17th century Kuan-hsiang-tai was placed in charge of the famous Father Verbiest, a Jesuit missionary, under whose direction many of the existing bronze instruments were constructed; some of them supported by great bronze dragons, mounted on marble bases, are excellent examples of early Chinese craftsmanship. Several of these instruments, taken as loot by German troops at the time of the Boxer uprising (1900), and set up at Potsdam, were later returned.

This observatory has always been held in high regard by the Chinese nation, its Court astronomers having been men of profound knowledge. The Imperial Almanac, based on the official observations of the stars, was a publication respected as sacred; by it the life and acts of the people to the remotest parts of the Empire were regulated. Upon the position of the stars and their astrological bearing depend marriages, funerals, the selection of sites for burial places and for houses, city plans, seeding for crops. Few important matters are ever decided in China without recourse to the stars. Crude bronze instruments were used up to the time that the Arabs were placed in charge, late in the 16th century, when Father Verbiest superseded them. This Jesuit missionary, as head of the Imperial Mathematical Board was in charge of the observatory until 1688. During his incumbency other instruments were cast and installed under his direction, and some were brought from Europe.

Old Examination Hall (Pl. L 7). See p. LXVI as to kinds of examinations. Only low walls and a few stone foundations now remain of the building which it is said accommodated 10,000 competitors, who, in little prison-like cells with sealed doors, underwent gruelling examinations in the classics, never upon practical subjects. When the order was given to collect the examination papers, the doors were unsealed. Frequently deaths occurred in the cold, poorly-lighted, cramped cells. The foundations of the new parliament buildings may be seen in one part of the grounds.



Chi-nien-tien ("Temple of Heaven")

Temple of Heaven or *Tien-tan* 天壇 (Pl. J 11) stands on the right as one enters Yung-ting-mên (S. Gate) of the Outer City. It is reached from the Legation quarter by following the road leading south from Chêng-yang mên gate. The temple, one of the most sacred objects in China, was built in the 18th year of *Yung-lo* ('Eternal Merriment') of the Ming Period (1420). Here the Emperors in person offered prayers to *Shang-ti*, the Supreme God, on stated occasions, *e.g.*, on the 22nd of December, or at times of drought or famine. The temple, surrounded by walls which are more than 3 m. in circumference, consists of the Altar (*Tien-tan* proper), the *Chai-kung*, and several other buildings. The *Tien tan* or Altar consists of a triple circular marble terrace, 210 ft. wide (5 ft. high) at the base, 150 ft. wide (5 ft. high) in the middle and 90 ft. wide (5 ft. high) at the top. The upper-

most surface is paved with blocks of the same material, forming nine concentric circles, the innermost consisting of nine blocks, and that on the outside of eighty-one blocks. On the central stone, which is a perfect circle, the Emperor kneels, "surrounded first by the circles of the terraces, and then by the circle of the horizon." The *Chai-kung* is the Emperor's waiting room, where he changes his clothing before worshipping at the Altar. The *Huan-chien-tien* contains the spirit-tablets of *Shang-ti* (Supreme God) and of the successive Emperors, as well as of the gods of heaven and earth, wind, cloud, rain, lightning, etc. The *Chi-nien-tien* is the altar at which the Emperors offered prayers to *Shang-ti* for good harvests. In 1913-14 the Hall was occupied by the constitution-drafting committee composed of members of the two Houses of Parliament. (Admission, 20 cents silver.)

Altar of Agriculture or *Hsien-nung-tan* 先農壇 (Pl. H 11), is situated W. of the Tien-tan. Like Tien-tan the place is surrounded by walls, within which are the Altar of Agriculture and other altars and sanctuaries for the worship of the gods of heaven and of earth, and other deities. The Altar of Agriculture is square and faces south. Near by is a cultivated field which belongs to the Altar of Agriculture.

The Bridge of Heaven 天橋, crossed on the way to the Temple of Heaven, is a marble structure spanning a malodorous canal. Of special interest are the scenes of gaiety in the open air market located there during the New Year festivals, at which time second-hand articles in great variety, and curios at bargain prices, may be picked up. Near the bridge are numerous curio shops and several Chinese theatres.

Altar of Earth, or *Ti-tan* 地壇 (Pl. K 1) situated outside Antingmên gate, is inclosed by a square wall. The Altar of Earth is square and double-terraced (hence also called *Fang-tse-tan*), the tiles used being yellow in colour (from the belief that the earth was square and that yellow was the typical colour of soil).

Jih-tan 日壇 and *Yüeh-tan* 月壇 are the "Sun Altar" and "Moon Altar," respectively; the former (Pl. N 6) is situated outside Chao-yang-mên (E. Gate, Inner City), the latter (Pl. C 5) outside Fou-chêng-mên (W. Gate, Inner City). They are both square-shaped, the Sun Altar facing W., the Moon Altar facing E. Each is approached by three gateways. These temples are now in a dilapidated condition.

Po-yün-kuan 白雲觀 "White Cloud Temple," (Pl. B 8), situated outside Hsi-pien-mên gate (W. Gate, Outer City), is the head temple of Taoism. It is a large building with a beautiful garden that attracts numerous visitors. In the Main Hall, *Chen-chi-tang*, are statues of Laotze, the founder of Taoism, which are elaborately painted and are considered to be works of great

merit—attributed to a noted sculptor, *A-ni-ko Liu-Luan*. In front of the statues is a large wooden basin, capable of holding about 20 gallons of water. The vessel was made by hollowing out the bole of a tree. It is gold-lacquered inside, and on the outside is inscribed a poem by one of the emperors. The statues are on public view during the annual festival, 1st—19th day of the 1st month (Lunar calendar).

Tien-ning-szu 天寧寺 “Temple of Heavenly Peace” (Pl. B 8), outside Kuang-an-mên gate, not far from Pai-yün-kuan, is an ancient Buddhist temple erected during the Sui Period (A. D. 589-617). Most of the buildings are in ruins, except the thirteen-storied pagoda, which is one of the famous sights of Peking. The annual fête takes place on the 9th day of the 9th month (Lunar calendar); visitors then generally ascend to the upper stories of the pagoda to enjoy the extensive view.

Lung-fu-szu 隆福寺 “Temple of Eminent Luck” (Pl. J 5), N. W. of Tung-Ssu-pai-lou, is a large Buddhist temple built during the Ming Period (1368-1661), now partially in ruins. A fair is held in the temple on the 9th, 10th, 19th, 20th, 29th, and 30th day of each month, when curios, flowering plants and dwarf trees are offered for sale.

Hu-kuo-szu 護國寺, “Temple of National Protection” (Pl. F 3), W. of Tê-shêng-mên-nei-Ta-chieh street, is a Buddhist temple now in ruins. On the 7th, 8th, 17th, 18th, 27th, and 28th day of each month there is held in the temple a fair, which is second only in importance to the fair at Lung-fu-szu.

Fa-yüan-szu 法源寺, “Source of Buddhist Doctrines Temple” (Pl. E 10), in Lan-mien-Hu-tung, S. W. of Tsai-shih-kou, is an old Buddhist temple dating back to the Tang Period (6th—10th centuries). The temple is associated with the name of *Hsieh Fang-tê*, a loyal official and famous scholar of the Sung Period, who, on being taken captive and imprisoned in this temple by the Yüans (Mongolian conquerors), refused to eat, and died from starvation. In the grounds there is a charming peony garden which attracts crowds of visitors when the flowers are in bloom.

Pan-tao-kung 蟠桃宮 (Pl. M 8), a temple also known as *Tai-ping-kung*, situated inside Tung-pien-mên gate, is dedicated to the goddess *Hsi-wang-mu* (Taoist). The annual fête is held on the 3rd day of the 3rd month. Behind the temple is a race-course.

Pan-tao are mysterious peaches of immortality which grow in the garden of the deity, *Hsi-wang-mu*, who is regarded as the chief of all Chinese fairies. Tradition says that these peaches ripen once every 3000 years, and that the person lucky enough to taste one will gain eternal life. *Hsi-wang-mu* or “Western royal mother,” a fabled being dwelling in the Kun-lun mountains, is perhaps similar to the Greek *Hera*, *Hsi-wang* being analogous with the Siwah of Tripoli (Africa) where Zeus Ammon and Hera were worshipped. Many legends are connected with the goddess, *Hsi-wang-mu*. One, that *Emperor*

Mu-wang, 5th sovereign of the Chou Dynasty (1001-947 B. C.), during one of his many adventurous campaigns beyond the borders of his empire, once visited the domain of this goddess and was royally received at her court at *Yao-chih* or "Green Jasper Lake." Another, that *Emperor Wu-ti* of the Han Dynasty (140-88 B. C.) also visited the goddess and was presented with four pieces of *fan-tao*.

Tung-yüeh-miao 東嶽廟 ("East Mountain Temple") consisting of a number of Taoist sanctuaries, outside Chao-yang-mên gate, was founded during the Southern Sung Dynasty, its present beautiful buildings dating back to the Yüan Period. The images in this temple are attributed to the sculptors, Liu Lan and Liu Luan. The inscription on the Taoist Memorial Tablet (*Tao-chiao-pei*) in the S. gallery was written by Chao Mêng-fu, a noted calligraphist of the Sung Period. Fête: 15th-28th of the 3rd month (Lunar calendar).

Huang-szu 黃寺 or "Yellow Temple" is so called from the colour of the glazed tiles with which it is covered. The Lama structures consist of two temples: *Tung* (East) *Huang-szu* and *Hsi* (West) *Huang-szu* (both falling into decay), N. of a parade ground, outside Antingmen gate. The temple was the favourite rendezvous of all the Mongols from the northern plains when visiting Peking. East Temple was erected by the Emperor Shun Chih in 1651 as a temporary residence for the Dalai Lama, the temporal head of the Tibetan hierarchy, and of the spiritual head of the church, Tashilumbo, both of whom are supposed, by reincarnation, to exist into eternity. West Temple has a splendid marble tower well worth a visit.



Marble Pagoda of the Huang-szu Temple

Ta-chung-szu 大鐘寺 ("Big Bell Temple") or more strictly *Chiao-shên-g-szu* ("Perceiving Life Temple"), located in the country about 2 miles N. W. of Hsichihmên gate, makes a

pleasant side trip when visiting *Wan-shou-shan*, the "Summer Palace." The temple, as its name implies, is noted on account of its big bell (*ta-chung*), which was cast in the Yunglo Era (15th century). It is 14 ft. high, 34 ft. in circumference at the rim, and is said to weigh 52 tons.

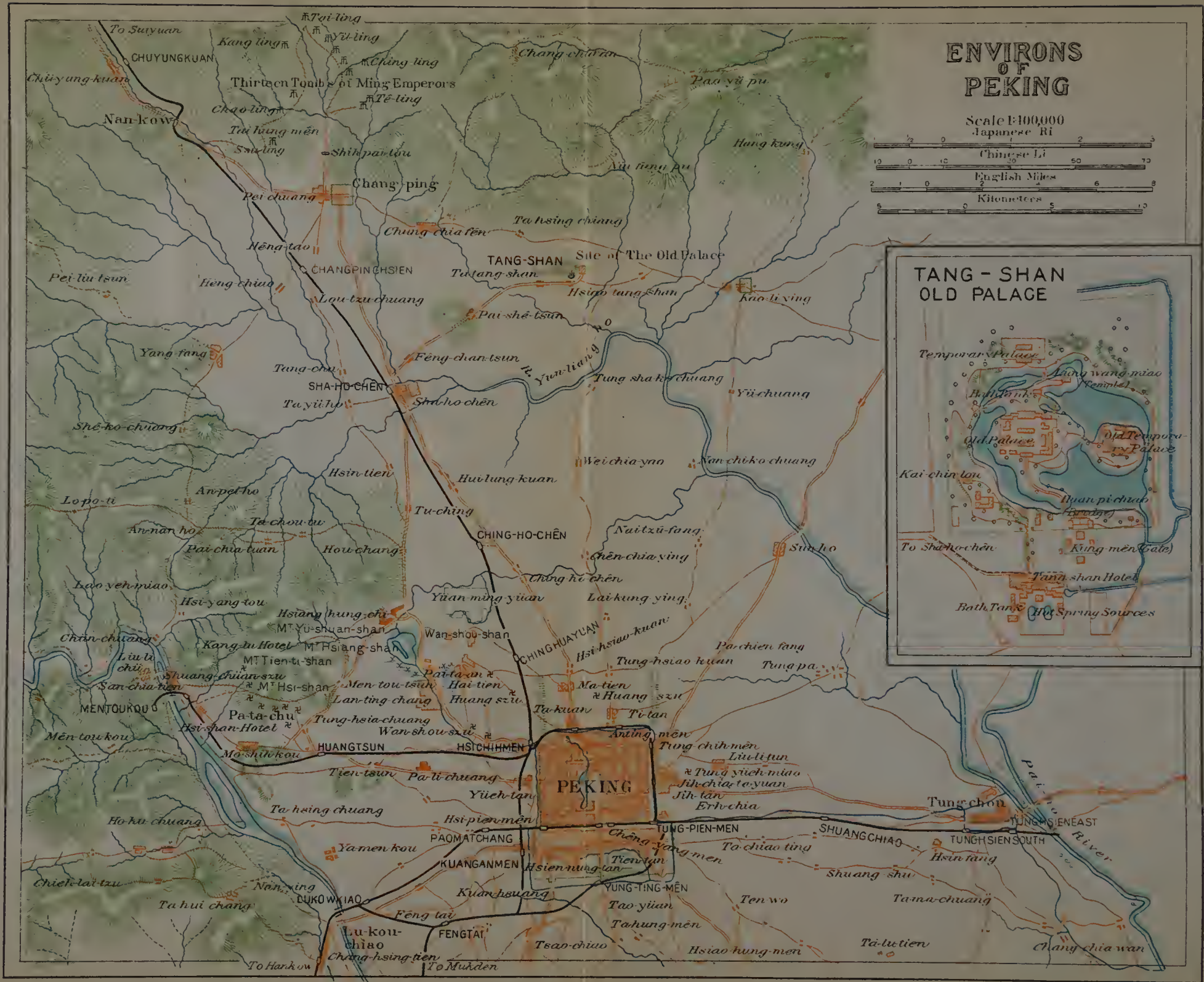
Connected with this bell, the most famous of the five bells cast in this era, is a sad story which Lafcadio Hearn made known to English readers in *The Casting of the Bell*. The legend is that Kuan Yu, the master-founder, made two imperfect castings of the big bell, and the Emperor, becoming angry, threatened to execute Kuan Yu if the third attempt was a failure. The charming daughter of the bell-maker, much worried over her father's perilous position, upon consulting a court astrologer, learned, to her horror, that if a maiden's blood was mixed with the molten metal the casting and the bell would be a success. A huge crowd assembled when the casting was about to be made, Kuan Yu, supervising the work, was assured of complete success by his daughter, who was watching. Just as the white-hot metal began pouring into the huge mould, the girl plunged headlong into the seething mass, and disappeared. A bystander, wildly clutching at her, tore away her shoe in his effort to restrain her. Her frantic father had to be held to prevent his following her, and thwarted, became insane. The bell proved to be of wonderful tone, with a mournful, wailing after-tone, which, the people declared, sounded like the Chinese word *hsieh* (shoe), and interpreted the sound as the girl's plaintive call for her shoe.

Fa-ta-szu 法塔寺, "Buddhist Tower Temple" (Pl. M 11), also called *Fa-tsang-szu* (2 m. S. E. of Chung-wên-mên gate), an old temple of the Kin (or Chin) Period (12th-13th century), is famous because of its lofty pagoda. The structure, rising to a height of 100 ft., is octagonal and seven-storied, built of brick resting on a stone foundation, each side having a niche within which is a Buddha image. There are altogether 58 of these images in the temple.

Wu-ta-szu 五塔寺 or "Temple of the Five Towers" (Pl. A 2), outside Hsi-chih-mên gate, was built in the Yung-lo Era. This singular pile of masonry is also called *Ta-chên-chiao-szu* ("Great Perfect Intelligence Temple"). The buildings now are much decayed, except a great stone tower in the strictly Hindu style. The tower consists of a square marble terrace 50 ft. high which may be ascended by a stairway inside. It is surmounted by a group of five pagodas, each 25 ft. high, engraved with Hindu characters and figures. This tower was built by order of the Emperor Yung-lo to house the gifts (5 gilt images of Buddha and a model of a diamond throne) presented by a rich Hindu named *Bandida*, who came to China from the neighbourhood of the Ganges.

Ching-geh-szu 淨業寺 ("Temple of Right Conduct"), W. of Tê-shêng-mên gate, is a Buddhist temple with a well-kept garden. The place is much visited in summer on account of its quiet surroundings and cool air.

Tao-ying-szu 倒影寺, more strictly known as *Tzu-hui-szu* (outside Fou-chêng-mên-gate), dates back to the Wanli Era (1573-1619). It contains a Buddha image which is regarded as



ENVIRONS OF PEKING

Scale 1:100,000
Japanese Ri

Chinese Li

English Miles

Kilometers

TANG-SHAN OLD PALACE





View of the Pi-yun-szu Temple, near West Hill

a superior work of art. There is a curious hole in the gateway behind the temple, through which, if light is admitted, objects cast inverted shadows. Hence the popular name of the temple, *Tao-ying*, meaning "Inverted Shadow."

Huo-shên-miao 火神廟, "God of Fire Temple" (Pl. G 9), in Liu-li-chang, is chiefly known on account of its annual fair (held from the 1st—15th of the 1st month) for the sale of calligraphy, paintings, curios, and old coins, which is patronized largely by the literati and official classes.

Ching-chung-miao 精忠廟, "Temple of the Thoroughly Loyal" (Pl. I 9), in Pei-hsin-chiao, Inner City, is dedicated to the "Thoroughly Loyal" warrior-statesman, *Yo Fei* of the Sung Period. The temple contains his image, clad in full armour, which is shown annually to the public during the first thirteen days of the 1st month (Lunar calendar).

Tieh-ta-szu 鐵塔寺 ("Temple of the Iron Pagoda"), outside Tung-chih-mên gate, of which there remains only the solitary iron pagoda, surrounded by a circular wall. Fêtes : 1st day of the 1st month and 18th day of the 4th month (Lunar calendar).

Wo-fo-szu 臥佛寺 ("Reclining Buddha Temple"), situated S. E. of Hua-êrh-shih street, outside Chung-wên-mên gate, one of the oldest Buddhist temples in Peking (built probably in the 8th century), contains a bronze image of a recumbent Buddha,

which is shown to the public during the first five days of the 5th month (Lunar calendar). As an act of piety Chinese devotees place shoes near the feet of the image.

Pi-yün-szu 碧雲寺 ("Green Cloud Temple"), situated a little over a mile N. W. of Hsi-chih-mên (W. Gate, Inner City), S. E. of Wo-fo-szu, is a Buddhist temple built in the Ming Period. Its most interesting part is a marble building, constructed on Indian lines, decorated with many carvings, which stands upon a mound at the back. There are five curiously shaped towers on its terrace where the visitor can obtain a panoramic view of the Summer Palace, the city of Peking and its vicinity. The temple has been famous for ages because of the innumerable deities it has contained.

Wan-shou-szu 萬壽寺, 3 m. from Hsi-chih-mên gate, a Buddhist temple built in 1577, has since been repeatedly renovated. The temple served as a resting-place whenever the Emperor visited the Summer Palace, *Wan-shou-shan*.

Mt. Hsi-shan 西山—"Western Hills" (visible from many parts of Peking), with their many temples, groves, and watered valleys, offer a pleasant excursion for travellers who wish to see bits of Chinese rural life and of temples in picturesque surroundings. The Hills are reached in a little over a mile from San-chia-tien station on the Men-tou-kou Branch Line, or by motor car, horse or cart from any of the western city gates, passing the Summer Palace and the Jade Fountain on the way. Luncheon may be obtained at the Western Hills Hotel. In the Hills is *Pa-ta-chu* ("Eight Temples"), a group of temples near a white pagoda, situated in one of the most beautiful and healthiest spots in the Hills. Woods and streams abound and temples of every kind are scattered about the mountain sides. This district has always been a popular summer resort for the foreign residents of Peking, and most of the smaller temples have at times been occupied by foreign residents. The Boxer raids in 1900 left marks upon many of the buildings which are still in evidence. Since that time much of the patronage formerly enjoyed by this community has been transferred to the seaside resorts.

Chi-shui-tan 積水灘—"Foresore of Gathered Water" (Pl. F 2), inside Tê-shêng-mên (N. Gate, Inner City), is a small lake, popular during the heat of summer.

Tao-jan-ting 陶然亭—"Delightful Arbour" (Pl. F 12), situated N. E. of Yu-an-mên gate (Outer City), in an old villa dating back to the 13th century according to some authorities, to others, to the latter half of the 17th century.

The Agricultural Experiment Station, or *Nung-shih Shih-yen-chang*—"The Botanical and Zoological Gardens" (Pl. B 2),

situated 1 m. W. of Hsi-chih-mên gate, contains hot-houses and nursery-beds where many kinds of plants are grown. There is also a small zoo in the gardens. On the premises are several large buildings, some in European and some in Chinese and Japanese style, also a museum, where the most interesting exhibit for foreign visitors is the process of silk-worm culture, silk preparation, and spinning. Some of these buildings contain banqueting rooms where Chinese food is served at moderate prices. In the grounds is a lake, on which are boats for hire at \$2, \$1, and 60 cents a half day, according to the kind of boat. The gardens, reached by ricksha or motor car, constitute one of the great attractions of Peking; they are open daily from 7 a.m. to 6 p.m. (admission, 16 cents in copper coin) and sometimes on summer evenings, when, between 5 and 7 o'clock they are thronged, Peking society at its best is then seen there. At present, at the entrance are two giant ticket-takers; one, 7 ft. 6 in. tall, is said to be the third tallest man in the world. His companion is 7 ft. 2 in. tall.

Tung-an-shih-chang, outside Tung-an-mên gate, is a busy market, with rows of shops and stores, theatres, restaurants, etc.

Chang-tien 廠甸 ("Tile Factories"), in Liu-li-chang, is a popular place for the people of Peking during the first half of the 1st month of the year (this by Lunar calendar is in February), for the reason that at that time, in conformity with custom when all debts for the year have been paid at the Chinese New Year, money circulates freely and curio dealers flock to Chang-tien with their goods, which are sold in open-air booths. This street gets its name from the fact that glazed coloured tiles for the Imperial palaces were once manufactured in the neighbourhood.

Hsiang-chang 香廠—"Fragrant Incense Factories" (Pl. G 10), S. of Chien-mên-Ta-chieh street, is an old garden once owned by a royal prince of the Ming Period. It is now a market-place, which at New Year is transformed into a crowded business and amusement quarter.

Industrial Museum (Pl. E 9), on Chang-i-mên-Ta-chieh street, under the control of the Kung-i-kuan-chü, or the Industrial Arts School maintained by the government, is a two-story building, where the products of the school, and other industrial samples are exhibited. Most of these articles are for sale. The museum is open daily (on Mondays for women only).

Nan-yüan 南苑 ("South Park"), 7 m. from Yung-ting-mên (S. Gate, Outer City), is an extensive park surrounded by walls about 40 m. in circumference. It contains several large buildings which now are used for military barracks and aviation purposes. An aeroplane school is also established there.

Wan-shou-shan 萬壽山

Wan-shou-shan ("Mountain of 10,000 Ancients"), also called *I-ho-yüan* ("Garden of Peaceful Enjoyment"), is the celebrated *Summer Palace*, situated about 8 m. N. W. of Hsi-chih-mên gate. During the last 50 yrs. of the Ching Dynasty, up to 1909, it was the only outside resort of the many owned by the Imperial household that was available for the Imperial family and retainers, and it was occupied by them in the mid-summer season. The palace consists of many villas and halls, all roofed with yellow and green tiles, the buildings rising one above another on terraces on the side of a small hill. South of the hill there is a large lake (*Kun-ming-hu*), nearly 10 m. in circumference, filled with clear, fresh water. The best view of the ensemble is that from the artificial island in the centre of the lake, which is reached from the mainland by a 17-arched bridge.



Summer Palace, Wan-shou-shan

In 1860 the original palaces were destroyed by British troops, acting under orders from Lord Elgin, as a punishment for the treacherous act of the Chinese Government in imprisoning Mr. (afterwards Sir Harry) Parkes and others, who were engaged in arranging the terms of peace between the Chinese and the Franco-British armies. The present buildings were subsequently erected by order of the famous late Empress-Dowager (*Hsi-Tai hou*), who died in 1908. The Palace, as well as *Yü-chüan-shan* (p. 76), were closed to the public up to 1914, when both were thrown open by the government of the Republic. Admission : adults, \$1.20, soldiers and children, 60 cents ; addi-

tional charge for entrance to *Pan-yün-tien*, 50 cents, *Nan-hü*, 30 cents, *Hsieh-chü-yün*, 20 cents.

Motor car charges from Peking (up to 6 hrs.), \$10-14. Starting from the Hsi-chih-mên gate, Peking, by motor car, the drive is delightful over a good macadam road flanked by old willow trees which give a pleasant shade in summer. In 40 min., *Hai-ting*, a thriving town with several Chinese restaurants, is reached. Leaving the town, soon on the right will be noticed some buildings surrounded by red walls. These house the commissariat of the Peking Palace Guards, and a few minutes later the Summer Palace (*Wan-shou-shan*) comes into view. Inside the gate English-speaking guides are available. The first building reached is *Jên-shou-tien*, which was the Hall of State for the Empress-Dowager *Hsi-Tai-hou*, during her frequent sojourns at the Summer Palace. Its nine pillars and numerous beams are elaborately carved and highly ornamented. In front of it are a pair of dragons and a pair of phoenixes. Leaving this building and turning S. to *Lake Kun-ming-hu* (already mentioned), *Yu-lau-tang*, often visited by the unfortunate *Emperor Kuang-hsü* (died 1908), will be noticed on the E. shore of the lake. Another highly decorated structure, *Lo-shou-tang*, a favourite resort of *Hsi-Tai-hou*, is on the N. shore. Beyond *Lo-shou-tang*, and passing a gold-fish pond, *Yang-yün-hsien* is reached. In front of the latter building is a stone hall, containing inscriptions from the pen of Emperor *Chien-lung* (1736-1795). From the W. side of *Lo-shou-tang* there extends a long gallery, supported by 280 pillars, on which electric lights used to blaze on occasions when the Empress-Dowager visited the palace. The gallery leads to the famous marble boat, a pet extravagance of the late Empress-Dowager, who defrayed its cost by diverting \$50,000,000 which had been appropriated for a modern navy for China. It is surmounted by a two-story house, from the upper floor of which there is a good view of the lake and the numerous buildings. *Pan-yün-tien*, W. of the gallery, is a large, splendid hall, where the Empress-Dowager held social functions. Farther W. is *Shih-chang-ting*, which contains a small stage. Still farther W. is the marble boat mentioned, known as *Ching-an-fang*. Proceeding N. from the marble boat, the first structure reached is *Yen-ching-tang-lou*, where the Empress-Dowager practised penmanship; the next building is a boat-house where boats were kept for her use. N. of the boat-house is a hall, *Hsü-yün-yen*, from where a footpath leads along a hillside towards *Hua-chung-yu-Shih-fang*, a hall (with a stone room) nestling among trees and commanding an excellent view of *Yu-chuan-shan* (hill) and *Lake Kun-ming-hu*, as well as a distant view of the country towards Peking. On the summit of the hill farther on are two temples, *Fo-hsiang-ko* and *Wan-fo-tien*, surrounded by numerous Buddha images made of finely grained stone. W. of *Fo-hsiang-ko* is a

temple made of copper. E. of Wan-fo-tien are trees planted by the Empress-Dowager. From the summit of the hill there is a view of *Ching-ming-yuan*, a palace on Yu-chuan-shan. Descending the hill, there will be noticed a tower supported by stone pillars, surmounted by a belfry containing an old bell. Near by is a villa, *Hsieh-chu-yuan*, where the Empress-Dowager often spent a few quiet hours after banquets. In the grounds of the villa is a garden, in which is a lake and a stream. Leaving Hsieh-chu-yuan and taking a path towards the S. the next place reached is *Tê-ho-yuan*, a villa containing a large, spacious theatrical stage. This is near *Jên-shou-tien*, the building first visited, and completes a tour of what is considered the most interesting summer retreat in China.



Marble Boat, Summer Palace—p. 75

Yu-chuan-shan 玉泉山 ("Jade Fountain Hill"), the site of another Imperial residence and garden, situated $1\frac{1}{2}$ m. W. of Wan-shou-shan, once comprised a number of stately buildings, the Imperial audience hall, and temples, of which but few remain. Now the greatest glory of the place is the pure, sparkling spring, *Jade Fountain*, which gushes out of the rocks on the hillside. On the rock above the spring is an inscription by the Emperor *Chien-lung*, which, translated, reads "The First Spring under the Heavens." One of the heights commands a view of Peking and surrounding regions, of *Hsi-shan*, *Wan-shou-shan*, and *Lake Kun-ming-hu*. Formerly a forbidden palace, the place was opened to the public in 1914; admission, 50 cents. There is a small European hotel called *Yü-chüan* at the foot of the hill.

Tang-shan Hot-spring. (Tang-shan Hotel, with bath accommodations ; rates, American plan, \$6 up.) This spa, situated $6\frac{1}{2}$ m. E. of Shaho station (13 m. from Peking) on the Peking-Sui-yuan Line (see p. 81), is the only hot-spring resort in North China, and it attracts a large foreign and native patronage the year round. Motor cars (30 min., 2 pass., \$6) and rickshas (1 hr., 80 cents) are available at the station. The resort can also be reached from Peking by motor car (15 m. ; one day round trip fare, \$25). Tang-shan consists of two rocky mounds which stand in a vast plain : "The Large Hot-spring Mountain" (200 ft. high, 2 m. in circumference), and "The Small Hot-spring Mountain." Hot spring sources are abundant around the latter. This place was first opened during the Kang-hsi era as an Imperial residence.* The palace buildings and temples have now almost disappeared. Two large marble bath tanks remain. The new hotel building is erected on the site of the palaces, in surroundings that make the spot delightful.



Tang-shan Hotel and its open-air bath tanks

*The Imperial Villa was built by the Emperor Yung-shih (1723-1735) of the Manchu Dynasty. It consisted of several buildings where the Imperial visitors used to stay. Its two bathing-tanks are made of marble ; the large one contains water of about the right temperature for bathing, the water in the other is a little too hot for comfort. There is a smaller tank by the side of each, where the hot water is cooled to a moderate temperature before being conducted into the larger tanks.

For *Shih-san-ling*, or the Tombs of the thirteen Ming Emperors, Chu-yung-kuan, the Great Wall, etc., see pp. 82, 85.

Peking-Tungchou Line. This line between Peking (Chengyangmen station) and Tungchou (Tunghsien East), an old port on the N. Grand Canal, is 24.7 m. long, covered in 1 hr. The line for a short distance uses the tracks of the Peking-Mukden

Line, but at Tungpienmen junction (the south-eastern corner of the City Wall), it turns eastward and after passing through Shuang-chiao (12.1 m.), and Tunghsien South (7.2 m.), reaches Tunghsien East, the terminal. Situated near the Shuangchiao station is one of the most powerful wireless stations in the Far East; its high poles will be noticed from the car windows. It is owned by the Chinese government. Three trains are run daily from each terminal, fare between Peking and Tungchou, 90 cents (1st), 55 cents (2nd). The line runs for the most part over an extensive cultivated plain, with the Ta-tung-ho (N. Grand Canal) and the Peking-Tungchou highway on its left. This route was twice traversed by foreign armies, once in 1860 by the Franco-British forces and in 1900 by the armies of the six great Powers that marched to the relief of their besieged legations and nationals in Peking.

Tung-chou 通州 (24 m. from Peking) is connected with Peking, not only by rail but also by a canal and by a splendid stone ballasted road, 30 ft. wide. Since the completion in 1897 of the Peking-Tientsin Railway, this city has lost most of the importance it enjoyed as a station on the great water-way between South China and Peking. It has, moreover, not yet recovered from the effects of its bombardment by the foreign forces in 1900; its splendid walls are half in ruins. Almost the only reminders of the city's former prosperity are *Ku-lou*, a drum tower, at the cross-roads in the centre of the town, and *Jên-têng Shê-li-fo-ta*, a thirteen-story pagoda, which was first built in the middle of the 10th century under the Later Chou Dynasty, and has been repeatedly repaired since, the last thorough renovation having been effected in 1690 by the priest, *Chao-kan*. Another sight of interest is a stone bridge, *Pa-li-chiao*, 180 ft. long, 48 ft. wide, situated about 3 m. N.E. of Tung-chou. On the highway leading to Peking is the prosperous village of *Ting-fu-chuang*, containing the Tungchou Governor's Office, an imposing structure.

The Hsi-ling Branch (*Sin-I Tieh-lu* or Shinchêng-Ichou Railway) is a short line of 26.7 m. between Kao-pei-tien station (52.2 m. from Peking) of the Peking-Hankow Line and Liang-ko-chuang near Hsi-ling, or the Western Tombs of the Ching (Manchu) emperors. Originally built for the exclusive use of the Imperial Court when visiting *Hsi-ling*, the line was thrown open to general traffic in 1906. On this line are the towns of *Lai-shui-hsien*, (62 m. from Peking) and *I-chou* (73.2 m.). Liang-ko-chuang, the W. terminal, is 78.9 m. from Peking, reached in 5 hrs.; \$4.50 (1st), \$3 (2nd); return tourist ticket, \$6.80 (1st), \$4.50 (2nd).

Western Tombs, or *Hsi-ling* 西陵. The two earlier emperors of the Ching Dynasty were buried in the suburbs of Fengtien or Mukden, (see p. 173, Vol. I, under Mukden), but from the Emperor

Shun-chih down to the late Emperor Kuang-hsu, their remains have been interred either at the E. Tombs (or *Tung-ling*, 東陵; N.E. of Peking) or at the W. Tombs. The W. Tombs are in *Tai-ping-yu* (also called Yung-ning-shan), about 80 m. S.W. of Peking. The nearest station, Liang-ko-chuang, the W. terminal of the branch line, is reached from Peking in about 5 hrs. From Liang-ko-chuang to the Tombs it is an hour's donkey-ride (see p. 96). The W. Tombs include the mausolea of four emperors and three empresses: the *Tai-ling* (Tomb of the Emperor Yung-chêng), the *Chang-ling* (Tomb of the Emperor Chia-ching), the *Mou-ling* (Tomb of the Emperor Ta-kuang), the *Chung-ling* (Tomb of the Emperor Kuang-hsü), the *Tai-tung-ling* (Tomb of the Consort of Emperor Yung-chêng), the *Chang-hsi-ling* (Tomb of the Consort of Emperor Chia-ching), and the *Mou-tung-ling* (Tomb of the Consort of Emperor Tao-kuang). Besides these there are tombs of several Imperial concubines.

The site of the W. Tombs was selected by order of Emperor Yung-chêng, who in 1730 dispatched Prince I Chin-wang and Kao Chi-cho (Viceroy of the Liang-kiang Provinces) to the mountains S.W. of Peking to seek a site for his final resting-place. The site being fixed, the work on the mausoleum was at once commenced. When later on his successor, the Emperor Chien-lung, came to choose the place of his burial, he decided on the Eastern Tombs in preference to the Western; saying that if he were buried beside his father, all his successors would follow his example and the Tombs of the Emperors Shun-chih and Kang-hsi would be left alone and solitary. He desired that these two sites should alternately serve as the burial places of his successors, his immediate successor choosing the W. Tombs, the following one the E. Tombs, and so on. But his rule thus laid down was not followed in the case of the Emperor Tao-kuang, whose tomb, the *Mou-ling*, is among the W. Tombs, instead of the E., for he said he could not bear to be separated from his father, even after death. The newest of the Imperial tombs is the *Chung-ling* in the W. Tombs, where the unfortunate *Kuang-hsü* is buried. *Kuang-hsu* displeased the Empress Dowager through his attempt to institute certain reforms in 1898, and from then on until his death in 1908, on Nanhai, an island in the Southern lake of the Winter Palace, he was practically a prisoner at court under strict surveillance, the Empress Dowager occupying the upper story of the building in which he lived while the Emperor lived on the ground floor. Visitors are advised that arrangements for this trip can be made through the hotels or Thos. Cook & Son, and such arrangements should be made because of the lack of accommodations at the Tombs for the necessary one night's stay, if it is desired to visit all the Tombs, which are distant from one another.

The Eastern Tombs (Tung-ling), situated about 75 m. E. of Peking are difficult to reach, nearly a week being required for the trip, on four days of which crude native means of transport, or horses, have to be used for travelling. The Eastern Tombs do not differ greatly from the Western Tombs. This burial ground in the mountains contains the graves of over 50 Manchu emperors, empresses, princes, princesses, and concubines, and embraces seven cemeteries in a great natural amphitheatre about 20 m. in area. Among the emperors buried there are Shun-Chih (1644-61), Kang Hsi (1662-1722), Chien Lung (1736-95), Hsien Feng (1861-61), and Tung-Chih (1862-74).

Route IV. Peking to Sui-yuan (Including Kalgan and Tatungfu)

The Peking-Suiyuan Line starts from *Fengtai* on the Peking-Mukden Line and *via* Kalgan (or Changchiakou) connects Peking with *Suiyuan*, formerly known as Kuku-khoto, an ancient frontier fortress-town in the extreme N.W. of Shansi Province, at the foot of the Yin-shan mountains on the Mongolian frontier. It also connects Peking with *Ta-tung-fu*, from where the world famous Grand Buddha Temple is reached, and with Feng-chen, and Ping-ti-chuan. Its total length is 415 miles. This railway has two short branches: Chengyangmen-Hsichihmen Branch (9.6 m.), which encircles the city wall of Peking, and Hsichihmen-Mentoukou Branch (16 m.).

The Peking-Kalgan-Suiyuan Line is the amalgamation, under one official administration, of two lines: the Peking-Kalgan Line and the Kalgan-Suiyuan Line. The Peking-Kalgan Line is noteworthy as being the first railway financed, built, and operated by the Chinese without foreign assistance. With *Chan Tien-yu*, a graduate of Yale University, as chief engineer, the construction of the line was begun in August, 1905, and completed in October, 1909, at a cost of Tls. 8,828,000. The Kalgan-Suiyuan Line, which was completed in September, 1921, forms a part of the contemplated Trans-Mongolian Line of which the N. terminal will be Urga, near the Siberian frontier.

Train service on the Peking-Suiyuan Line: (1) *Through service.* There is no through train which covers the whole distance. Travellers intending to go beyond Feng-chen are obliged to stop overnight at Ta-tung-fu or Fengchen. Between Feng-tai and Feng-chen there is one daily express through train (with dining



The Marble Gateway, Ming Tombs—p. 83

car) from each terminal, 266 m., covered in 13.5 hrs.; fare to Ta-tung-fu, \$16.80 (1st), \$11.20 (2nd); to Feng-chen, \$18.60 (1st), \$12.40 (2nd).

(2) *Local trains*—one daily mail train runs between the following places: Feng-tai and Kalgan, Kalgan and Ping-ti-chuang, Ping-ti-chuang and Sui-yuan, and Ta-tung-fu and Sui-yuan. Distance from Ping-ti-chuang to Sui-yuan, 98 m., 9 hrs.; \$6.90 (1st); \$4.60 (2nd). Fare between Peking and Sui-yuan, \$28.80 (1st), \$19.20 (2nd).

The Peking-Kalgan-Suiyuan Line traverses the N. part of North China and the regions along the Mongolian frontier. In some places the route is very interesting. The Tombs of the Ming Emperors, the site of the ancient Barrier Gates of Chü-yung-kuan, the Great Wall, as seen at Pa-ta-ling, and other interesting points are reached from this line.

Hsi-chih-men 西直門 (9 m. from Feng-tai, ½ hr.) is a station just outside the Hsichihmen gate at the N.W. corner of the Inner City. So far as Peking is concerned, this station is practically the S. terminal of the Peking-Suiyuan Line. Another station, though of minor importance, is Kuang-an-men, just outside the gate of the same name on the W. side of the Outer City. At Feng-tai, farther S., connection is maintained with the Peking-Mukden Line and with the Peking-Hankow Line by means of a short connecting branch.

Peking-Mentoukou Branch is a short colliery line of 16 m.,—fare, \$1.20 (1st), 80 cents (2nd). *San-chia-tien* (14.3 m. from Peking) is the only town of importance en route. Three trains are run daily from each terminal. The freight carried is principally coal from the Mentoukou Mine.

Between Peking and Nankow the line runs through a wide plain of Northern Chihli, on which are many flourishing villages and hamlets nestling among willows, poplars, pointed zelkovas, and pagoda trees, their beautiful foliage in spring, summer, and early autumn offering a pleasing contrast to the barren, treeless regions found in some other parts of China. The famous spa town of *Tang-shan* is seen towards the N.E. from the neighbourhood of Shaho, and just before reaching Nan-kow the walled town of *Chang-ping-chou* is passed on the right.

Ching-ho 清河, or more strictly *Ching-ho-chên* (6.9 m. from Hsichihmen), is a town of a few hundred houses, notable on account of a magnificent stone bridge which spans a stream flowing from the springs of Yü-chüan-shan (near Wanshou-shan). This bridge was built during the era of *Yung-lo* of the Ming Period as a part of the highway traversed by the Emperors on their visits to the Imperial Tombs (Shih-san-ling).

Sha-ho 沙河, or more strictly *Sha-ho-chên* (13.5 m. from Hsichihmen), is well known on account of the Tangshan Hot-spring.

It was also formerly known for its Imperial villa, "The Place of Sojourn," at which the Ming Emperors always stopped on their way to and from the Tombs. The villa, standing in a square space enclosed by walls, has not been repaired since 1540 and is now almost entirely in ruins. (See p. 77.)

Nan-kow 南口 (25.1 m. from Hsi-chih-men), one of the important towns on this line, is situated at the S. foot of Pataling Range. It is famous for its cereal products and fruit, especially persimmons. Its name is often mentioned in history as one of the Three Barrier Gates of Chü-yung-kuan. Visitors to the Tangshan Springs, the Tombs of the Ming Emperors, or the inner line of the Great Wall (the Great Wall here being double), usually alight at Nankow Station. (See Ching-lung-chiao, p. 85.)

The Castle of Nan-kow, at the foot of a mountain on the N., facing a valley on the S., is surrounded by a low wall. Half-way up the mountain are the stands where formerly beacon fires were lighted as a signal of warning when Mongolian marauders were sighted. Though the mountains are not well-wooded, numerous streams flow from them. *Hotels*: Nankow Hotel, \$6; Ching-erh Hotel, \$5.

Tombs of the Ming Emperors

Routes. (1) Nan-kow to the Ming Tombs,—(a) direct mountain path, 8 miles, (b) road *via* Chang-ping-chou, 11 miles, each route requiring about 7 hrs. for the round trip: *donkey*, \$1-1.50, *palanquin*, \$5-6. (2) Peking to the Ming Tombs (26 m.), *via* Têshêng-mên gate, Ching-ho (7 m.), Sha-ho (14 m.), Chang-ping-



Stone Elephants, Ming Tombs

chou (21 m.),—by carriage or palanquin. This was an old route much travelled before the opening of the railway. (3) Peking to the Ming Tombs, *via* Antingmên gate (Peking), Tang-shan (16 m.), and Chang-ping-chou (Chêng-tung) 25 m., altogether 30 m. An attraction on this route is the hot springs of Tang-shan. Visitors desiring to travel over these old routes generally utilize the railway between Peking and Nan-kow, either on the outward or the return journey.

The Thirteen Tombs (*Shih-san-ling*) of the Ming Emperors, are, as the name indicates, thirteen in number, beginning with the tomb of the Third Emperor, Yung-lo, who removed the capital from Nanking to Peking, and includes that of Huai-tsung, the last emperor of the dynasty. The burial-ground is located in the country 5 m. N. of the town of Chang-ping-chou.

Shih-san-ling ("The Thirteen Tombs") is entered by a marble gateway, elaborately carved. In about $\frac{2}{3}$ of a mile is another gate, Ta-hung-mên ("Great Red Gate"), in front of which is a stone tablet whereon is a notice to all officials, etc., visiting the Tombs, to dismount here from their horses. Nearly $\frac{1}{3}$ of a mile from Ta-hung-mên there is a large stone monument, on which is inscribed a eulogy written in 1425 by the 4th Emperor, Jên-tsung, of his great predecessor, Emperor Yung-lo (Chêng-tsu). On the back of this monument is engraved another eulogy by the Emperor Chien-lung of the Ching (or Manchu) Dynasty. Two-thirds of a mile farther is the gate, Ling-hsing-mên (also called Lung-fêng-mên). In front of this gate are twelve stone figures (representing 4 ministers of highest merit, 4 civil officials, and 4 military officials), besides twenty-four stone animals—4 horses, 4 *chi-lin* (a fabulous animal like a giraffe), 4 elephants, 4 camels, 4 *hsieh-chai* (a fabulous monster like a unicorn), and 4 lions. These animals are in pairs, alternate pairs being in standing or sitting postures. From a geographical record of the region, written in 1435, it appears that all these stone images, now exposed to the sun and rain, were formerly shielded by a thick grove of tall pines and luxuriant oaks. The first tomb reached is *Chang-ling*, the tomb of Emperor Yung-lo. This tomb is situated on the S. slope of a hill (*Tien-shou-shan*), with a range of hills in the background. Other tombs also come into view, their yellow-roofed oratories, storied-gates, and red brick walls being partially seen through forest pines. Entering the storied gateway of Chang-ling, on the E. the Sacred Kitchen is passed, and on the W. the Sacred Treasury, and just beyond is the inner gateway, facing Lêng-szu-tien, a massive building surrounded by a marble fence and forming a kind of oratory. The Imperial tomb is behind Lêng-szu-tien. In front of the tomb is a tunnelled pathway which leads on each side of the tomb to a hall behind, in which stands a large monument bearing the inscription in large characters 成祖文皇帝之陵—"The Tomb of Chêng-tsu Wên-Huang-

ti of the Great Ming Dynasty." Chêng-tsu Wên-Huang-ti is the posthumous honorary title of the Emperor Yung-lo. It is known that this tomb was constructed in 1409 by order of the Emperor, 15 years before his death. These tombs and their buildings have been repeatedly repaired; the last thorough renovation was made in 1785 by order of the Emperor Chien-lung of the Manchu Dynasty.



Leng-szu-tien Hall, Chang-ling Mausoleum—p. 83

Location of the Thirteen Tombs: *Chang-ling* occupies the centre. The others are situated as follows: *Hsien-ling* (4th Emp., Jên-tsung), $\frac{1}{3}$ m. N.W. of Chang-ling; *Yü-ling* (6th Emp., Ying-tsung), 1 m. W. of Hsien-ling; *Mao-ling* (9th Emp., Hsien-tsung), $\frac{1}{3}$ m. W. of Yü-ling; *Tai-ling* (10th Emp., Hsiao-tsung), $\frac{2}{3}$ m. N.W. of Mao-ling; *Kang-ling* (11th Emp., Wu-tsung), $\frac{2}{3}$ m. S.W. of Tai-ling; *Kuang-ling* (15th Emp., Kuang-tsung), $\frac{1}{2}$ m. N.W. of Hsien-ling; *Ching-ling* (5th Emp., Hsüan-tsung), $\frac{1}{2}$ m. N.E. of Chang-ling; *Chao-ling* (7th Emp., Tai-tung) $\frac{1}{3}$ m. S.W. of Chang-ling; *Yung-ling* (12th Emp., Shih-tsung), 1 m. S.E. of Chang-ling; *Ting-ling* (13th Emp., Mu-tsung), $\frac{1}{3}$ m. N. of Chao-ling; *Tê-ling* (16th Emp., Hsi-tsung), $\frac{1}{3}$ m. N.E. of Yung-ling; *Szu-ling* (17th Emp., Huai-tsung), W. of Chao-ling.

Nan-kow to Hsuan-hua-fu (70 m.). At Nan-kow the train enters a wild, mountainous region commonly called Nankow Pass. The Nan-kow Ridge, which is soon crossed, is 1,900 ft. above sea-level, the highest point reached on the Peking-Kalgan Section. The railway runs through several tunnels: Chu-yung-kuan, Wu-chiao-tou etc.; the longest of them, Pa-ta-ling, requiring five minutes to pass through, is reached just after leaving the Ching-lung-chiao station. The scenery throughout the run is wildly picturesque.

Between Nan-kow and Kang-chwang the train runs, for the most part, on a very sharp gradient. After passing Kanchwang,

the line to Hsia-hua-yuan traverses a narrow, elevated plain, from 2 to 10 m. wide, shut in on both sides by high mountain walls. The neighbouring region is apparently rich in coal. Thence the line runs over a higher plain (1,900 ft.), after first skirting the hill which separates this plain from the one just passed. In the centre of this elevated tract is Hsuan-kuan-fu, on the river Yang-ho.



The "Harp-playing Defile"

Chü-yung-kuan 居庸關 (5 m. from Nan-kow, 8 m. from Pa-ta-ling) is a narrow defile between mountains, rightly chosen as the chief barrier of this highway. The Chü-yung-kuan-chêng are circular fortresses, built on both sides of the narrowest part of the defile, with wings extending to the summits of the hills. Across the defile and connecting the two fortresses is *Ta-tso-êrh*, a massive stone bridge, 30 ft. above the highway, surmounted by a tower, on the inside of which are engraved Buddhist images and inscriptions from the sutras. Regular trains do not stop here, but travellers should not fail to see this old strategic gate.

Tan-chin-hsia 彈琴峽 (6 m. from Chü-yung-kuan) is another narrow defile, through which flowed a rapid stream, now dry, which made a musical sound, hence the name, which means "Harp-playing Defile."

Ching-lung-chiao 青龍橋 or "Blue Dragon Bridge" ($36\frac{1}{4}$ m. from Hsi-chih-men) is about one mile S. E. of Pa-ta-ling. Visitors



A Part of the Great Wall

to Tan-chin-hsia, Chü-yung-kuan, and the Great Wall, will find it more convenient to reach these places from this station than from Nan-kow.

Pa-ta-ling 八達嶺 (1 m. from Ching-lung-chiao) is a former frontier city, very strongly defended by walls built of stone and brick. From here the famous Great Wall may be seen stretching off as far as the eye can reach both to the E. and W., now dipping into valleys, now climbing high on mountain sides. This is the inner line, the wall in these parts being double. For details of the Great Wall, see p. 10. Donkeys are available from the station.

Kang-chuang 康莊 (43.6 m. from Hsi-chih-men), originally a solitary mountain village, is rapidly growing owing to the opening of the railway. It is an important station at the N. foot of Pa-ta-ling, as is Nan-kow at the S. foot.

Hsia-hua-yüan 下花園 (80.3 m. from Hsi-chih-men) is a town of 3,500 inhabitants. There are several coal-mines in the neighbourhood.

Hsüan-hua-fu 宣化府 (95.9 m. from Hsi-chih-men) occupies a square area surrounded by a wall and contains a population of over 20,000. Its chief business is in sheep-skins, of which fully a million are exported annually. Grapes of superior flavor are also exported. The place contains a Roman Catholic and a Protestant Mission. The next station, N. W. of Hsüan-hua-fu, is *Sha-ling-tzu*, a town with a population of about 1,000. It contains a large Roman Catholic church.

Kalgan, or *Chang-chia-kou* 張家口

(116 m. from Hsi-chih-men, 7 hrs. by express train ; fares, 1st cl., \$8.10 ; 2nd cl., \$5.40).

Arrival. Passports are examined at the station. Rubber tyred rickshas are available to any place inside the city limits ; charge, 20 cents an hour.

Chinese inns. There is no foreign style hotel. The principal native inns are the Chintai, Yingpin, Tunghua, etc.—rates, including two meals, \$2.

Kalgan (altitude, 2,458 ft.) being situated on the river Yang-ho, the upper course of the Yung-ting, and just inside the Great Wall, is the largest commercial centre N. of Peking. It has a population of 70,000. The rapid development of Kalgan (on the edge of Mongolia) is due to the opening of the railway which has brought this city within easy reach of travellers.

The principal articles of trade are : *export*—cattle, sheep-skins ; *import*—cotton-cloth, paper, hardware, etc. A large amount of brick-tea and leaf-tea from South China passes through Kalgan on the way to Siberia. The town from N. to S. is of elongated form, and is divided into two sections, Shangpu (Upper Sec.) and Hsiapu (Lower Sec.). The Upper Section is principally occupied by government offices, such as the Governor-General's office of Chahar Special District, Local Governor's Office, Prefectural Office, Financial Bureau, Police Office, Post and Telegraph Office, Customs Office, etc. The Lower Section is regarded as the business quarter in which are located the Bank of Communications, Bank of China, and Bank of Chili Province, and stores of various kinds. The railway station is on the opposite side of the river and is connected with the main part of the city by a bridge, named Tung-chiao. Around the station are the Railway Engineering Office, two markets, and several warehouses.

From Kalgan two important highways (caravan routes) lead through the Mongolian steppes—one almost due N. to *Urga* (*Ku-lun*), the capital of Mongolia ; the other westward to Suiyuan (*Kuei-huo-cheng*), recently connected with Kalgan by railroad.

Motor car service from Kalgan to Urga. During the suspension of regular train operation on the Trans-Siberian Railway motor cars are run, when conditions are favorable, between Kalgan and Urga *via* Pang-chiang (180 m.), We-tê (350 m.), Taolin (550 m.), etc., a total distance of 720 miles, which is covered in five days if there is no trouble. But as there is no way to procure either lodging or food en route, travellers are forced to sleep in the car and must carry their own food. Passengers' baggage is limited to 30 lbs. *per* person. Motor car fare, about \$100 *per* passenger, each way.

From Kalgan to Ta-tung-fu, a distance of 113 m., the line at first follows the course of the river Yang-ho. The range of mountains on the Mongolian frontier known as Yin-shan, are in

view. The principal towns along the railway are *Kung-chia-chuang* (126.9 m. from Hsi-chih-men), near Wan-chuan-hsien, *Kuo-lei-chuang* (137 m.), *Chai-kou-pu* (145.6 m.). At the latter place the line bends S. W., following the course of the Nan-yang-ho, a tributary of the Yang-ho, and after passing *Tienchen* (175.7 m.), *Yang-kao-hsien* (193.9 m.), and *Chou-shih-chu* (212 m., alt. 3,928 ft.), *Ta-tung-fu* is reached.



Yun-kang Cave Temples—General view

Ta-tung-fu 大同府 (229.1 m. from Hsi-chih-men). This city dates back to a very early period, having been known (under the name of Yün-chung) as an important fortress-town in the time of the Chin (3rd century before Christ) and Han Dynasties. The city, lying between the mountains of *Hêng-shan* in the S. and an offshoot of Yin-shan in the N., is 3,445 ft. above sea-level. It is 1,500 ft. higher than Hsüan-hua-fu and 985 ft. than Kalgan. The town is built on the banks of the river Yü-ho, or Sang-chien-ho; which under this name is mentioned in a well-known poem of the Tang Period. It is well protected by strong walls. Ta-tung-fu carries on a brisk trade in sheep, horses, camels, furs and skins, coal, copperas (sulphate of iron), and granite. Excellent pears and grapes are grown. Highways outside the Great wall connect the city with Inner Mongolia and with Sui-yüan. *Places of interest*: *Chiu-lung-pi* or "Nine Dragon Screen" (inside the walled town), is a kind of wall about 20 ft. high, 120 ft. long, inlaid with yellow glazed bricks on which nine coiled dragons are beautifully represented in relief along the wall. Tahuayen-ssu temple, popularly called Shang-ssu (inside the walled town) is a finely decorated old temple which contains many bronze and stone images of emperors and empresses.

Cave Temples of Yun-kang

Itinerary. The world famous Cave Temples of Yun-kang can be visited in three days from Peking. *First day*—leave Peking in the early morning, by express train, and arriving at Ta-tung-fu at night, stop at a Chinese inn for the night (Tung-hua, near the station is the best, charge, \$1.50). Tourists who do not care to stay at Chinese inns can hire a private railway car at Hsi-chih-men station. *2nd day*—is spent in visiting the temples, and return to Ta-tung-fu. *3rd day*—leave Ta-tung-fu in the early morning and return to Peking.

Means of conveyance. The distance between Ta-tung-fu and Yun-kang is about 10 miles. Donkeys and Chinese carriages are available, but as the road is quite rough the donkey ride is more comfortable and is recommended. Charges: donkey, \$2 a day; carriage, \$3.50 a day. Guides can be obtained at the inns.

The Cave Temples of Yun-kang are regarded as one of the art treasures of old China. In olden days they were not much visited on account of the lack of transportation facilities. But since the opening of the railway a great many visitors are attracted yearly.

The Temples were cut out of the limestone cliff, about a half mile long. A 4-story wooden structure near the middle of



Carved Cliff on the Left Wing, Yun-kang

the cliff covers gigantic Buddhist statues over sixty feet high, which were carved out of the limestone rock. On both wings of the perpendicular cliff there are many thousands of Buddhist images and decorative carvings of the finest workmanship. These wonderful relics of ancient Chinese art belong to the early times

of the N. Wei Dynasty (A. D. 330). The work was executed when the city was the capital of that dynasty. These temples, together with those at Lung-men, near Honan city, are representative sculptures of North China between the 4th and 5th centuries, when the Northwest India influence on the arts of North China was yet very strong (see p. xcvi).

From Ta-tung-fu to Sui-yuan (186 m.). Leaving Ta-tung-fu, the train runs to Feng-chen (357 m. from Hsi-chih-men), across the Great Wall. Thence it turns N. W., and before Sui-yuan is reached, stops at many stations: *Hung-sha-pao* (279 m.), *Ping-ti-chuang* (308 m.), *Shi-pa-tai* (332 m.), *San-tao-ying* (367 m.), *Pai-ta* (396 m.), and others.

Sui-yuan 綏遠 (406 m. from Hsi-chih-men), situated at the S. W. foot of Mt. Yin-shan, is the most important town in the Sui-yuan Special District. Formerly this district was under the rule of the Mongolian kings. Sui-yuan consists of two walled towns and their outside quarters: Kuei-hau-cheng, popularly called Chiu-cheng (Old Walled Town), and Sui-yuan-cheng, also called Hsin-cheng (New Town). The outside streets make rather a busy commercial walled quarter, of which Nan-tai-chieh street is the most thriving.

Government Offices, etc.: Governor's Office, Financial Bureau, Agricultural Bureau, Commercial Bureau (all in New Town); Kuei-Sui Local Governor's Office, Prefectural Office, Police Office (all in Old Town); Telegraph and Telephone Office (Ta-chiao-chieh), Post Office and Chamber of Commerce (Nan-ta-chieh), Middle School (Ta-chiao-chieh), Bank of Communications (Hsiao-tung-chieh), Bank of China (Nan-ta-chieh). **Inns:** Hsinhua, Wansheng, Fengsheng, etc.

Communications. Sui-yuan is the meeting point of many roads to Mongolia and to N. W. China, among which are the important roads: (1) To *Pao-tou-chen* (about 100 m. from Sui-yuan), located close to the upper course of the Yellow River. This place will in the near future be the next terminus of the Peking-Suiyuan Line which it is planned to extend to Urga, the capital of Mongolia. When conditions permit there is a motorbus service between Sui-yuan and Pao-tou-chen (charge, \$8 per person); (2) To *Urga* (by carriage, 30 days' journey); (3) To *Lan-chow*, in Kansu Province (35 days' journey).

Route V. Peking to Hankow

The Peking-Hankow Line, an important trunk line owned and operated by the Chinese Government, connects the capital of China with Han-k'ou (or Hankow), an important commercial city on the Yangtze. The line, traversing the great plains of Chihli, Honan, and Hupeh, which starts from Ts'ienmen (or Chienmên) station, outside Cheng-yang-mên, the main S. Gate of the Inner Wall, Peking, and ends at Yütaimen Station; Hankow, is 753.7 m. (or 1,213 km.) long, covered in 35-42 hrs. The railway has 6 branch lines, and is intersected by three railways: at Shih-kia-chuang by the Chêng-Tai to Tai-yüan; at Shin-shiang-sien by the Tao-Ching, from Tao-kou-chên to Ching-hua-chên, and at Chêng-chow by the Lung-Hai and Pien-Lo, from Hsü-chow to Kuan-yin-tang. By way of the Peking-Mukden Railway the line is connected with the railways in Manchuria, Chosen, and Siberia, and the steamer facilities at Hankow also bring travellers over this line into easy communication with all the Yangtze ports, including Shanghai. The great value of the line will be further increased when the Canton-Hankow Line (Yüeh-Han Tieh-lu) is completed, which will bring Peking into communication with Canton, the greatest trading centre in South China, and will provide a railway route through the very heart of China from N. to S. The trains run at present on the line are as follows:—

Express Trains with 1st and 2nd cl. sleeping and dining cars, and a 3rd cl. car for passengers' servants, are operated twice



Tsienmen—West station, Peking

weekly (Mondays and Thursdays) from each terminus, covering the run in 35 hrs.; *fare* between Peking and Hankow, including Express extra charge (1st cl., 60 cents per 100 km., 2nd cl., 30 cents per 100 km.) and sleeping-berth (2 nights, 1st cl. \$3, 2nd cl. \$2 each night), is \$57.30 (1st), \$36.90 (2nd). Meals—breakfast 50 cents, luncheon \$1.20, dinner \$1.20.

As these trains are reserved for long-distance travellers, those whose journey requires less time than a full day are not permitted to use them unless there are vacant seats, and even then an extra charge of the cost of one berth is made.

Through Trains (1st, 2nd, and 3rd cl. cars, with 1st cl. sleeping and dining cars attached), twice daily from each terminal, covering the distance in from $40\frac{2}{3}$ to $43\frac{1}{2}$ hrs. Fare: \$43.50 (1st), \$29 (2nd), berth charge, \$3 (1st cl. only).

Local Trains (1st, 2nd, and 3rd cl. cars), once daily from each terminal on the following sections: Peking side—(1) Peking to Changsintien (13 m.); (2) Peking to Liuliho (31 m.); (3) Peking to Paotingfu (90.7 m.). Hankow side—(1) Yutaimen station, Hankow to Hengtien (18.6 m.); (2) Yutaimen station to Siakan (45 m.).

Regulations. (1) *Fares.* The fares are calculated at the following rates per kilometre: \$36 per 1,000 (1st); \$24 per 1,000 (2nd); \$12 per 1,000 (3rd).

(2) *Children* under 3 years of age when accompanied by elders are carried free; those between 3 and 10 years are charged at one half the adult rate.

(3) *Validity of Tickets.* Tickets for a journey of 24–48 hrs. are good for two days; those for a journey of 48–72 hrs. for three days, including the day of issue. Regarding tickets valid for a longer period, consult the station-masters at the principal stations.

(4) *Free Baggage Allowance:* 1st class, 200 lbs.; 2nd class, 133 lbs.; 3rd class, 66 lbs. Only small parcels are allowed in compartments; large parcels are carried in the baggage car (no checks issued).

(5) *Compartments* for exclusive use may be reserved on the following terms: On all Express Trains, one 1st class compartment (seating 6 persons) can be engaged by 1 person on payment of three 1st class fares, by 2 persons for four 1st class fares, by 3 persons for five 1st class fares, by 4 or 5 persons for six 1st class fares. On all Mail Trains, a compartment with seats for 2 persons may be reserved by purchasing one and a half 1st class tickets, a compartment with seats for four persons for use by 1 or 2 persons by the purchase of three 1st class tickets, by 3 persons for four 1st class tickets.

The different kinds of *currency* in circulation along the route are:

(1) *Silver dollars:* Hupeh dollars (*Hupei Lung-yang*), Mexican dollars (*Ying-yang*), Hongkong dollars (*Chan-jên-yang*), and Pei-yang dollars.

(2) *Paper money:* Notes of the Bank of China, Bank of Communications, Yokohama Specie Bank, and International Banking Corporation.

History. The Peking-Hankow Line, originally known as the Lu-Han Railway, first started (in deference to the objection prevailing in high quarters against Peking being desecrated by a railway) from Lou-keou-k'iao (or Lu-kou-

chiao), about 10 m. S. of Peking. After the Boxer rebellion (1900), the line was extended into the city as far as Ts'ien-men, outside Chêng-yang-mên gate of the Inner Wall, and the present title was adopted for the whole line. The work of construction was commenced in 1897, and the road was opened to traffic on September 15th, 1905. Originally financed by a Belgian syndicate, the line was later purchased by the Government, and is now controlled and operated by the Department of Communications, Peking.

Description of the Route. The line traverses plains in the S.W. part of Chihli, the central portions of Honan and eastern Hupeh, and the hilly regions on the boundary between Honan and Hupeh. The plains in the two provinces of Chihli and Honan are drained by the *Pei-ho* and its numerous affluents, by the *Huang-ho*, and the *Hwai-ho*. These plains constitute the famous yellow earth districts of China, which drew the ancestors of the Chinese from the mountains and less fertile regions to the W., and on them for more than three thousand years has been enacted the drama of the rise and fall of many dynasties.

Leaving Peking (Ts'ienmen station) the train soon crosses the Peking-Suiyuan Line and running in a S.W. direction reaches Hsipienmen station (6 km.—3.7 m.), situated close to a section of the outer city occupied by large business houses. Next is *P'ao-ma-tch'ang* (or Pao-ma-chang) station (7 km.—4.4 m.), near the Race Course. Pa'o-ma-tch'ang, in which is the Race Club Building, is maintained by the foreign residents of Peking. Still running in a S.W. direction the next station is

Lou-keou-k'iao or Lu-kou-chiao 蘆溝橋 (15 km.—9.3 m.), from where a branch line (5 m.) runs to Feng-tai on the Peking-Mukden Line, thus connecting the two trunk lines. The city of Lou-keou-k'iao is skirted on the W. by the river Yung-ting-ho, which is spanned by a beautiful marble bridge with many arches, opposite the West Gate of the city. The bridge is known among resident foreigners as the Marco Polo Bridge, from the fact of its being mentioned in the chronicle of Marco Polo's travels, when the Venetian visited the court of Kublai Khan in the latter part of the 13th century. The bridge, 900 ft. long, 24 ft. wide, has railings on the sides, each of the 140 pillars of which is capped with a stone lion of exquisite workmanship. At each end of the bridge are tablets on which the history of the bridge, written by *Kang-hsi-ti* and *Chien-lung-ti*, the two famous Emperors of the Manchu Dynasty, is inscribed. A steel railway bridge (1,500 ft. long) spans the river at a point a half mile above the Marco Polo Bridge.

Tchang-sin-tien or Chang-hsin-tien 長辛店 (21 km.—13 m.), is one of the most important stations on the line, as here are situated the sheds for rolling-stock and the machine shop for the N. section of the line, as well as a training institute for railway operatives. *Chieh-tai-szu* (9 m. W. of the station) is a large Buddhist temple in a beautiful spot on a mountain, which has become a popular summer resort for the foreign community of Peking. Visitors to

the temple desiring chairs should apply in advance to the temple authorities; \$3-4 for the round trip.

Leang-siang-sien or **Liang-hsiang-hsien** 良鄉縣 (31 km.—19.2 m.), is an ancient town, having been the capital of the State of Yen in the Chun-chiu Period (8th to 6th centuries B.C.). At present it is the prefectural capital. *Tu-pao-to*, also known as *Min-tien-ta*, located 1 m. E. of the town, is a pagoda (150 ft. high) with an interior spiral stairway leading to its topmost story. The pagoda formerly stood beside temple buildings of which scarcely a trace remains. It may be seen on the right of the train in the neighbourhood of *Hung-ni-kou*. *Pa-fang-ting* (2 m. S.W. of the station) was a structure which contained a tablet set up by the Emperor Chien-lung, recording certain exploits of his soldiers. Both building and tablet have been destroyed, the stone foundations alone remaining. *Lin-kou-ho*, the site of *Kuang-yang City*, *Lung-chüan-shan*, a hill, and *Fu-lung-kang*, a hill resembling a recumbent dragon, are the sights of interest in the neighbourhood.

The Toulü or Toli Branch Line (17 m.), starting from Tchang-sintien station, is a colliery line for transporting the output of the coal-mine at Toulü. The coal is conveyed from the mine to the station, by means of a suspended cable-way. The annual output amounts to over 100,000 tons, which is nearly all consumed by the railway on its N. section. Trains run once daily from each terminal; fare: \$1.05, and 70 cents, 2nd class.

Liou-li-ho or **Liu-li-ho** 琉璃河 (50 km.—31.1 m.) is near the river Liu-li-ho, which is spanned by a steel railway bridge (750 ft.), S.W. of the station. Farther up the river there is a stone bridge, built in the Ming Period (15th century), which is part of the old national highway. *Lung-mên-tai* (S.W. of Fang-shan-hsien)—a terrace. *Pai-yü-shih-tang-chüan* (23 m. S. of Fang-shan-hsien)—a spring, *Yün-shui-tung* (13 m. W. of the station)—a grotto, and *Kan-chüan-shui* (N.E. of Fang-shan-hsien)—a pond, are the sights of interest in the neighbouring region.

Hsi-yu-szu (or Yun-chu-chan-szu) temple is situated at the foot of Mt. Ching-shan, 25 m. W. of Liouliho station. Donkey transport, about 7 hrs., charge, \$1. Travellers can obtain a clean room in the temple building, charge about \$1 a day. This temple is famous for its several rocky caves containing stones on which Buddhist sutras were inscribed sometime between the Sui and Liao periods. They are the largest of their kind in China. There are eight caves—one containing about 4,400 pieces of the sutras. Only one cave, the *Loi-ying-tung*, is open to the public, the others are locked.

The *Tcheou-k'ou-tien* (or Chou-kou-tien) **Branch** (9 m.), between Liouliho station and Choukoutien, is another colliery line. Train, once daily, fares: 60 and 40 cents.

Tchouo-lcheou or **Cho-chou** 涿州 (64 km.—39.8 m.) is a town situated in a plain known as *Cho-lu* in very ancient times. The town is surrounded by a wall (built in the 15th century), 3 m. in circumference. Near the town flows the river *Chü-ma-ho*, which is spanned by a stone bridge known as *Yung-chi-chiao*, built in the reign of Emperor *Chien-lung* of the Ching Dynasty, who wrote the history of the bridge which is inscribed on a stone tablet near the bridge. *Lou-sang-tsun*, a village 4 m. S.E. of the town, was the birth-place of the Emperor *Chao-lieh-ti* of the Minor Han Dynasty. As a boy he was brought up by his mother in a farmhouse, though his father was Prince *Ching-wang*, a son of Emperor *Ching-ti* of the Han Dynasty. The future Emperor and his mother made sandals and straw mats for a living. In the village was a tall mulberry-tree, which all passers-by regarded as a sign of the birth in the village of some remarkable personage, and the boy as he played under the tree used to say, "I will one day drive in a dragon-carriage with banners flying." The Emperor *Chao-lieh-ti* and his trusted lieutenants, *Kuang Yü*, *Chang Fei*, and *Chu-ko Liang* are commemorated in a temple in the village. *Hua-yang-tai* (a hill), *Tao-yüan* (a peach garden), *Hsien-ma-tan* (a pool), and the river *Chü-ma-ho* are counted among the sights of interest.

Kao-pé-tien or **Kao-pei-tien** 高碑店 (84 km.—52.2 m.) was known in ancient times as *Tu-kang*, having constituted a boundary between *Yen* and *Chao*, two rival states in the 3rd century before Christ. A tall stone monument, or *Kao-pei*, that once marked the barrier there, is no more, the name alone remaining.

Sin-Y or Hsiling Branch Line. *Kao-pé-tien* is the starting-point of the *Sin-Y Branch Line* (27 m.), leading to *Léang-kou*.



tchouang, near the Western Tombs (Hsi-ling; see p. 78) of the Ching (Manchu) Emperors. There are two intermediate stations, *Lai-choui-sien* (or *Lai-shui-hsien*), and *Y-tcheou* (or *I-chou*). *Lai-shui* is a walled town. *Hsi-kang-ta*, *Yü-chüan-tien*, *Yün-chi-shan* are places of interest in the neighbourhood. *I-chou*, surrounded by a wall 3 m. in circuit, is 1 m. from the river *I-shui*. This river is celebrated in poetry, in connection with the parting here of the brave *Ching Ko* from his master, Prince Tan of Yen State, when he left on his perilous mission to assassinate the King of *Chin*, an enemy of Prince Tan. Ching Ko on this occasion took with him a map of *Tu-kang-po* (in Yen), a tract of very fertile land, which his master proposed to cede to the King of Chin as a conciliatory offering, and as a means for Ching Ko to gain audience with the King. Ching Ko failed in his mission and was himself seized and killed, but he has always been held up as a type of loyalty and bravery. *Huang-chin-tai* and *Han-shan-kuan* are places of interest near the town. *Ta-kuei-shan* (10 m. from the town) is a high mountain, the summit of which is nearly always banked with clouds. *Léang-kou-tchouang* or *Liang-ko-chuang*, the W. terminal, is 8 m. from the Hsiling Tombs, which are situated in a delightful mountainous region. In these two cemeteries are buried all the emperors and their families of the Ching (Manchu) Dynasty. These tombs should be distinguished from the Tungling Tombs, E. of Peking. In *Liang-ko-chuang* is a Chinese inn, \$1.30 a day for room and meals. *Sedan chairs*, round trip to Hsiling, \$1; *saddle horses*, 50 cents. For further particulars see p. 78.

Ting-sing-sien or *Ting-hsing-hsien* (92 km.—57.2 m.). The station is 1 m. E. of the town of the same name—a place surrounded by a wall 3 m. in circumference.

Kou-tch'eng or *Ku-chêng* (109 km.—67.7 m.). In the neighbourhood of the station are the Buddhist temples, *Kuang-yin-szu* and *Tieh-wa-szu*, the latter (as its name indicates) being roofed with iron tiles.

Hsou-sui-sien or *Hsu-shui-hsien* (122 km.—75.8 m.) is a walled town—the wall dating back to the middle of the 15th century.

Ts'ao-ho (135 km.—83.9 m.), though a small place, is in a district noted for its agricultural products, which furnish considerable business for the railway.

Pao-ting-fu 保定府 (146 km.—90.7 m.). The station is 4 m. from the city of Pao-ting-fu, the two being connected by a branch line. Pao-ting-fu, a leading city of Chihli, ranks next in importance in the province to Peking and Tientsin. It was the capital of the province before the viceroy made Tientsin his permanent residence. The city, situated in a wide plain drained by the rivers *I-shui*

and *Tang-ho*, is surrounded by a wall 4 m. in extent. This wall, pierced by 4 gates, dates back to the Ming Period. Pao-ting-fu is also in water communication with Tientsin by means of the *Fu-ho*, an affluent of the river *Ching-yüan-ho*—a busy junk traffic being carried on between the two cities. In Pao-ting-fu are many schools. Besides the ordinary elementary and middle grade schools there is a military school, a higher normal school, and a medical school. The city is also making progress in modern industries. Among the sights of interest may be mentioned *Lien-po-miao* (a temple dedicated to the famous general, Lien Po), the temples *Ling-yü-szu*, *Chung-ming-tzu*, and *Yung-ning-szu*; *Po-hua-hsü*, an islet, *Ta-tzu-ko*, a temple, and *Lien-hua-chih*, a public park, famous for its lotus flowers in midsummer.

Leaving Pao-ting-fu and passing *Yu-kia-tchouang* or *Yüchia-chuang* (158 km.—98.2 m.) and *Fang-chouen-k'iao* or *Fangshun-chiao* (168 km.—104.4 m.), the next place reached is

Wang-tou-sien or Wang-tu-hsien 望都縣 (179 km.—111.2 m.), anciently known as *Ching-tu*, famous for the *Yao-mu-ling*, the tomb of the Emperor Yao's mother (2350 B.C.), which is situated beyond the Ching-yang-mên (E. Gate). Near the tomb is *Chim-ing-ching*, a well which is said to emit a sound resembling the crowing of a cock whenever a copper cash is dropped into it. Outside the city walls are *Ti-yao-miao* (Emperor Yao's temple), *Tan-chu-mu* (the tomb of Yao's unworthy son), and *Yao-wang-miao* (a Buddhist temple).

Leaving Wang-tou-tien and passing *T'sing-fong-tien* or Ching-fêng-tien (193 km.—119.9 m.) the next stop is at

Ting-tcheou or Ting-chou 定州 (206 km.—128 m.), which is surrounded by a wall 7 m. in circumference, the wall having been greatly extended in the 14th century by the Emperor Hung-wu, founder of the Ming Dynasty. One mile S.W. of the city is the tomb of Prince Chung-shan Ching-wang of the Han Dynasty, surrounded by a stone wall on which its history is inscribed. *Yang-chêng-mu* (a tomb), *Han-wei-kung-tzu* (a temple), and *Kai-yüan-szu* (a Buddhist temple) are outside the city walls.

Between Ting-tcheou and Tcheng-ting-fou are *Tchai-si-tien* or Chai-hsi-tien (217 km.—134.8 m.) and *Sin-lo-sien* or Hsin-lo-hsien (227 km.—141.1 m.), both lying in wide, arid plains dotted with sand mounds, which are formed by the action of the frequent hurricanes that blow sand from the regions bordering the usually dry bed of the Sha-ho. *Tchang-cheou* or Chang-shou (239 km.—148.5 m.) and *Sin-an* or Hsin-an (253 km.—157.2 m.) are passed on the way to

Tcheng-ting-fou or Cheng-ting-fu 正定府 (263 km.—163.4 m.), a city surrounded by a wall 8 m. in circumference. The city is well guarded strategically, with the river Hu-to-ho on the S. and an offshoot of the Hêngshan Range on the west. Among its

many interesting sights may be mentioned Kai-yüan-szu, Tienning-szu, Pai-ma-kuan, and Lung-hsing-szu. Of these, the last named is a large Buddhist temple, founded in the Sui Period (A.D. 589-618) which contains a huge bronze image of Buddha, 73 ft. high, said to have been repaired by the Emperor Kang-hsi, founder of the Manchu Dynasty.

Che-kia-tchouang or Shih-kia-chuang (277 km.—172.1 m.), also called Chen-tou, is on the site of the city of Shih-yi of the ancient state of Chao. About 20 years ago it was a small village of five or six hundred inhabitants, but since the construction of the Tcheng-Tai Railway, which connects here with the Peking-Hankow Line, it has grown into a town with a population of more than 10,000, including about 50 French railway men. Now it is regarded as the central market of rich Shansi Province. Coal and cotton are the principal products of the neighbourhood. The main part of the town is located west of the Tcheng-Tai track. Opposite the Peking-Hankow Railway station are the station of the Tcheng-Tai Railway, and the Tcheng-Tai Hotel, a small but comfortable hotel with 13 bed-rooms; American plan, \$6 up. Near the hotel is the tomb of General Wu Lu-chên, who was assassinated in the station waiting-room in 1912 by a subordinate suspected of revolutionary tendencies.

Tcheng-Tai or Cheng-Tai Railway. From Che-kia-tchouang there is a narrow-gauge railway (243 km.—151 m.) to Taiyuan-fu, the capital of Shansi Province. The larger part of the traffic of this line consists of coal from the mines of the Pingtan region. There are two daily through trains from each terminal: one, semi-express, dining car attached (8½ hrs.), the other, ordinary (10¾ hrs.). Fare: \$11.70 (1st), \$6.35 (2nd).

This line was originally built with French capital by a Russian company. The construction work was started in 1903, and completed in 1907. The property, now owned by the Chinese Government, is managed by a French railway company.

General description of the route. The country traversed consists of high plains and mountain valleys in S.W. Chihli and E. Shansi, from 2,000 to 3,000 ft. above sea-level, the line running partly along the course of the Hu-to-ho river. The route is rich in scenery of great beauty. After passing the third station, Houelou-hien (17 km.—10 m. from Chekia-Tchouang), the railway gradually enters deep valleys, and then reaches Guiang-tzeu-Kouan (74 km.—46 m.), situated on the boundary of Chihli and Shansi Provinces, where, on the right side of the train travellers will notice the top of a branch of the Great Wall. From Yang-tsiuen (121 km.—76 m.) coal to the amount of about 2,000,000 tons is shipped annually. The coal seams of the mines of Shansi average from 11 to 20 ft. in thickness though some seams are over 30 ft. thick. Near Yang-tsiuen there is an important iron-mine. Leaving

this town the railway runs through Cheou-yang-hien (161 km.—100 m.), the highest point on the line, and Yu-tzen-hien (218 km.—135.5 m.), an important commercial town, and then descends to Tai-yuan-fu.



View of Tai-yuan City

Tai-yuan-fu 太原府 (151 m. from Che-kia-tchouang), the terminal of the Cheng-Tai Railway, was a well-known city in the Chun-chiu Period, and also under the Han Dynasty. Now a city of about 90,000 people, it is the capital of the province of Shansi. Strategically it occupies a position of great strength, being surrounded by a natural wall of mountains. The city, clean and well-equipped, is further protected by a strong wall. It lies on a plateau 2600 ft. above sea-level. Inside the wall are various provincial government offices, Shansi University, Normal School, Law College, Bank of China, Bank of Communications, several Christian churches, etc. There are two semi-foreign hotels. The neighbourhood is rich in places of historical interest of which the principal ones are: *Taiyuan Museum*, containing many historical relics; *Fukungtzu*, reception hall of the Governor, in the garden of which are several very old stone images and several stones inscribed with Buddhist sutras, stone tablets, etc.; *Sui-sha-szu* temple, noted for its Buddhist images with a thousand arms, etc. The railway station is located a short distance outside the Shou-i-men Gate. Rickshas available.

Yen Hsi-shan, the present governor of Shansi Province, has deservedly earned the honourable title of "The Model Governor." He is the only man appointed to such office immediately after the Revolution of 1911 who still remains at the head of a province. The governor takes a keen personal interest in the moral and social welfare of his people. He erected a large hall styled 自省堂 "The Hall of Self-examination," capable of seating over 3,000 people, where officials, students, soldiers, and citizens gather at fixed times for meditation and to hear exhortations of a moral character. Governor Yen is also conducting a vigorous campaign in his province against illiteracy, employing the National

Phonetic Script as the medium for educating the people. The progress and development of various enterprises being made in Shansi Province are largely due to the constant efforts of this public-spirited administrator

Cave Temples of Tien-lung-shan ("Heaven Dragon Mountain"). In recent years successful explorations have been made of some Stone Cave Temples high up on Tien-lung-shan, a mountain about 25 m. S.W. of *Tai-yuan-fu*, that are situated on an almost inaccessible cliff in a desolate region overrun with wolves and wild dogs. There are 24 caves, all hewn out of huge, natural sandstone rocks on the side of a rugged peak about 350 ft. in height. Similar to those of the famous caves of *Lung-men* (p. 148) and *Yun-Kang* (p. 89), though on a smaller scale, they contain hundreds of stone images of Buddha and Bodhisattvas, the largest of the former being about 30 ft. in height. All the images are skilfully executed, elaborately finished, and are in a remarkably good state of preservation; they are believed to be representative examples of the sculpture of N. China between the 5th and 6th centuries (North Chi Dynasty), some of them evidencing the influence of the sculpture of South India. Chinese carts are available from Taiyuan-fu to *Ku-tang-tsun* or *Chin-tzu* (17 m.) where the night can be spent at a Chinese inn; the rest of the way to Tien-lung-szu temple, on the mountain, can be covered by means of donkeys. The caves, farther up, are reached with the aid of rope ladders at difficult places. *Chin-tzu Temple*, dedicated to Shu-yu, a famous scholar of the Tang Dynasty, is located in the small town, Ku-tang-tsun, above referred to. This old temple occupies extensive grounds in which are many buildings and halls, besides the bell and drum towers. In the grounds is a stone tablet bearing inscriptions written by Emperor Tai-tsung of the Tang Dynasty.

Leaving Che-kia-tchouang and passing Teou-yu or Tou-yü (295 km.—183.3 m.), the next stop is at

Yuen-che-sien station, or Yüan-shih-hsien (309 km.—192 m.), which is 1½ m. from the town of the same name. The town is surrounded by a wall, constructed in the Ming Period (16th century). *Places of Interest*: *Pai-shih-tzu* (a temple) and *Pai-shih-shan* (a hill).

Kao-y-sien or Kao-i-hsien (327 km.—203.2 m.) is 1 m. from the town of Kao-i-hsien. *Places of Interest*: Chien-chin-tai (a hill 1 m. S. of the station) and Chang-kang (a hill 8 m. W. of the town)

Ya-ko-ing or Ya-ko-ying (335 km.—207.7 m.) is the starting point of the Lin-Chêng Branch to Lin-chêng, a colliery line 14 miles long.

Leaving Ya-ko-ying and passing *Tchen-nei* or Chên-nei (343 km.—213.1 m.), and *Nei-k'iou-sien* or Nei-chiu-hsien (364 km.—226.2 m.), the train reaches

Chouen-te-fou or Shun-tê-fu 順德府 (390 km.—242.3 m.), an ancient city, known as *Hsing-tu* in the Yin or Shang Period (1766–1122 B.C.) and as *Chü-lu* in the Chin Period (221–207 B.C.). The present name dates from the Yüan Dynasty. The city, surrounded by a wall 11 m. in circumference, constructed in the 16th century, is a very prosperous business centre. *Inns*: Kung-i, Tien-hui, Tien-fêng, Ta-tung. W. of the city is the *Tai-hsing-shan* mountain range, from which flow numerous rivers emptying into Lake Ta-lu-tsê.

Cha-ho-sien or Sha-ho-hsien (403 km.—250.4 m.) is a town surrounded by a wall one mile in circuit. N.W. of the town is a hot spring. *Places of Interest*: Mei-hua-ting (an harbour) and Lien-hua-chih (a lotus pond).

Leaving Cha-ho-sien and passing *Lin-ming-kouan* or Lin-ming-kuan (423 km.—262.8 m.), the next town reached is

Han-tan-sien or Han-tan-hsien (442 km.—274.7 m), a place protected by walls, within which is a high mound or hill called *Tsung-tai*, made by order of King Wu-ling-wang of Chao (400 B.C.). From the hill may be had a good view of the city and surrounding regions. The former capital city of the State of Chao was located 4 m. S.W. of the town.

Leaving Han-tan-sien and passing *Ma-teou-tchen* or Ma-tou-chên (458 km.—284.6 m.) the last station in Chihli Province, **Tz'e-tcheou** or Tzu-chou (473 km.—293.9 m.) is reached. The first stop in Honan Province is **Fong-lo-tchen** or Fêng-lo-chên 豐樂鎮 (493 km.—306.3 m.), 4 m. from the town of the same name. From the station a narrow gauge railway runs to Liu-ho-kou (22 m.)—a colliery line owned by a private company, An-yang Kung-wu Kung-szu. *Han-ling-shan*, a celebrated mountain, is not far from Fêng-lo-chên.

Honan Province, otherwise known as *Yü* or *Chung-chou* (the Middle District), is the central province of China and within its area of 67,954 sq. m., has a population of 25,317,820, (373 to the sq. m.). The province of Honan is bounded on the N. by Shansi and Chihli, on the W. by Shensi, on the S. by Hupeh, and on the E. by Shantung, Anhwei, and Kiangsu Provinces. Towards the N.W., W., and S. the province is mountainous, with elevated plains. Towards the N.E. and E. are the low basins made by the Hwai-ho and the Huang-ho. Thus Honan is enclosed by natural barriers on all sides except towards the E. and N.E., where the country is open and is crossed by numerous rivers and canals. The province is rich in agricultural products and has large mineral resources. It is traversed by the Peking-Hankow Railway, which is intersected by the Pien-Lo and Tao-Ching Lines, besides a short narrow gauge colliery line from Fêng-lo-chên. Honan enjoys many facilities of water communication: (1) the Wei-ho and other streams to the N. of the Huang-ho, which flow into the Grand Canal, (2) the Chin-ho and the Lo-ho, which flow into the Huang-ho from the N. and S. respectively, (3) the Pei-ho and the Tang-ho, which flow into the Han-shui, and (4) the great Hwai-ho system, which drains the larger part of Honan and brings the province into river communication with Anhwei and Kiangsu. In the neighbourhood of Kai-fêng-fu, the Huang-ho also serves as a useful waterway for a distance of 25 miles. **Products**: coal, iron, copper, zinc, precious stones, marble, grain, cotton, indigo, sesame, and beans. Beans are exported annually to the amount of over 3,200,000 piculs.

Tchang-te-fou or Chang-tê-fu 彰德府 (508 km.—315.7 m.) is one of the large walled cities of Honan. It possesses many historical associations. The regions surrounding it are rich in agricultural products, and the railway has given a great impetus to the growth of the city's trade. *Chinese Inns* (near the station):—Hsin-pin-kuan, Jên-ho-chang, Ti-i-pin-kuan, Ming-li, Tai-an.

T'ang-yin-sien or Tang-yin-hsien (529 km.—328.7 m.) is a small walled town. *Places of Interest*: Temples of King Wên-wang, and the Loyal Yo Fei (p. 306).

Leaving T'ang-yin-hsien, *Tsiun-sien* (548 km.—340.5 m.) is passed on the way to

K'i-sien or Chi-hsien (566 km.—351.7 m.), which is 1 m. from the town of the same name. *Places of Interest*: Ti-hsing-lou (a tower), Yin-san-jên-tzu (a temple), Tomb of Hsien-yüan, and the three mountains: Ching-yen-shan, Chien-shan, and Fang-shan.

Wei-houi-fou or Wei-hui-fu 衛輝府 (589 km.—366 m.), 2 m. from the town of the same name, is on the Wei River and also on a busy highway. *Places of Interest*: Tomb of Yin Pi-kan. The inscription on the tombstone 殷比干墓 "Yin-Pi-kan-mu"—is said to be from the pen of Confucius himself. A Confucian Monument marks the spot where the Great Sage played on a stone musical instrument called Ching.

Lou-wang-fen or Lu-wang-fên (604 km.—375.3 m.) is a half mile from the tomb of Lu-wang of the Ming Dynasty.

Sin-siang-sien or Hsin-hsiang-hsien 新鄉縣 (614 km.—381.5 m.) is 2 m. from the town similarly named, which is a growing place, due to the export of the rich agricultural products of the surrounding regions. The place is also a busy railway point. Here are situated the warehouses and machine shops for the S. section of the Peking-Hankow Line, which is also crossed at this place by the Tao-Ching Line.* Here, too, are several houses for the railway officials, and the branch office of the Peking Syndicate (a British organization). *Places of Interest*: Yo-chung-wu-miao (a temple), Po-chüan-shan (a mountain).

* **Tao-Ching Tieh-lu** or **The Taokouchen-Chinghuachen Railway** is a government line, 95 m. long, with a further extension from *Ching-hua-chên* to *Tsê-chou* in Shansi. It is also known as the Tsê-Tao Railway. Its E. terminal, *Tao-kou-chên*, is at the head of junk navigation on the Wei, which finally flows into the Grand Canal. At its W. terminal it taps the rich coal-mines of Shansi. By means of this railway the coal from Shansi is distributed in Honan and Chihli and even as far as Tientsin.

Leaving Sin-siang-sien and passing *K'ang-ts'ouen-y* or *K'ang-tsun-i* (638 km.—396.4 m.), the next stop is at

Tchan-tien or Chan-tien (656 km.—407.6 m.), situated in a desolate, sandy plain, which almost yearly is inundated by the flood-waters of the Huang-ho. The railway tracks are laid on an embankment, 30 ft. high.



Old Town of Cheng-chou

Houang-ho Nord or North Huang-ho (664 km.—412.6 m.) is at the N. end of the steel bridge spanning the Huang-ho.*

***The Huang-ho** 黄河 or “Yellow River,” so called from the perpetually muddy colour of its waters, enters Honan Province at *Tung-kuan*, where, after its long loop towards Mongolia, it makes a sharp bend to the East. Mêngchin, on the Huang-ho in N.W. Honan, is known in history as the place which King Wu of the Chou Dynasty appointed as a rendezvous for 800 feudal lords of the realm before he finally decided to march against the tyrant Emperor Chou of the Yin Dynasty. At *Kaifêngfu* the river is enriched by the famous affluent *Lo-shui*, and at *Lan-i-hsien* it enters Chihli, finally emptying into the Gulf of Pechili. The Huang-ho has always given great trouble to Chinese administrations on account of its frequent overflow. In many places its bed being higher than the surrounding regions, the construction of embankments and the general control of the river has always been a most difficult task for the government. The sharp gradient of its bed and the consequent rapid flow of its waters may be judged from the fact that while at *Tung-kuan* it is 1,300 ft. above sea-level, at Honanfu it is only 500 ft.—a fall of 800 ft. in 150 miles. In the neighbourhood of *Kaifêngfu* the river enters the great E. plain of China and during the last 30 centuries it has changed its course from this district to the sea nine times.

The steel bridge spanning the Huang-ho is 2 m. long—the longest bridge in China. The stream, comparatively small and shallow in spring and winter, suddenly swells to a turbulent, muddy river in the rainy seasons of summer and autumn, converting the land bordering its banks at the spot now spanned by the bridge into a sheet of water over 30 m. in width. The work of bridging this river was therefore the most difficult engineering task in the construction of the whole line. This site was chosen for the bridge because of the advantage offered near the right bank of an off-shoot of Mt. Kao-wu-shan, which serves to strengthen the abutment of the bridge. The piers of the bridge are screw pillars, driven by a steam hammer into the river bed to a depth of 30 to 40 ft. At night the bridge is well lighted by electricity

Houang-ho Sud or South Huang-ho (668 km.—414 m.). Near the station are two hills, Kao-wu-shan and Lu-shan, between which are residences for the officials (Chinese and foreign) of the railway. On the hills are the homes of cave-dwellers, who are employed in fishing and in agriculture.

Yong-tse-sien or Jung-tsê-hsien (674 km.—418.8 m.) is located in a sterile region, with very little agricultural production.

Tcheng-tcheou or Chêng-chou 鄭州 (694 km.—431.2 m.) is an important railway centre where the Pien-Lo Ry. intersects the Peking-Hankow Ry. From this station are conveniently reached by the former line, Loyang (or Honan), the old capital under the Tang Dynasty, to the west, and Kaifêng, the capital of Honan Province, to the east. Tcheng-tcheou consists of two sections: the old town, surrounded by a wall 2 m. in circumference, and the new town, which extends between the old town and the railway station. This is the business quarter of the town. Near the station are many Chinese inns, one semi-foreign hotel named Fakuo-Fantien (\$6 a day), the General Office of the Pien-Lo and Lung-Hai Ry., etc. (For detailed descriptions of the Lung-Hai & Pien-Lo Ry. see Route VIII.)

Leaving Tcheng-tcheou and passing *Siê-tchouang* or Hsieh-chuang (716 km.—445 m.), *Sin-tcheng-sien* or Hsin-chêng-hsien (740 km.—460 m.), and *Ho-chang-k'iao* or Ho-shang-chiao (759 km.—471.6 m.), the train reaches

Su-tcheou or Hsü-chou (780 km.—484.7 m.). *Places of Interest:* Kuan-ti-miao (a temple), Ta-chieh-ting (an harbour), Chü shui-yüan (a garden), Hsü-chou-Hsi-hu (a lake). A short branch line runs to *Hsing-shan*, to a quarry which supplied stone for the foundations of the bridge across the Huang-ho. After passing *Lin-ying-sien Station* or Lin-ying-hsien (806 km.—500.8 m.), which is 2 m. from the town of the same name, the next stop is at

Yen-tch'eng-sien or Yen-chêng-hsien 郟城縣 (834 km.—518.2 m.), 3 m. from the town of Yen-chêng-hsien, situated on the left bank of the Sha-ho, an important affluent of the Hwai River, and like *Yeh-hsien*, upstream, and *Chou-chia-kou*, 50 m. lower down, has the benefit of river communication. *Products* (abundant): Beans, wheat, sesame, chickens, pigs, and sheep-skins, of which the sesame is sent to the Hankow market for export. This station handles annually the largest amount of merchandise of any station S. of the Huang-ho. In the town is the Industrial Training Institute.

Places of Interest: A Confucian Monument or Kung-tzu Szu-kuei-pei, commemorating the spot where the Great Sage finally decided to give up his wanderings and return to his home in Shantung, and the Temple of the Loyal Yo Fei of the Southern Sung Dynasty are the principal places of interest.

Si-p'ing-sien or Hsi-ping-hsien (856 km.—531.9 m.). *Places of Interest*: Pao-yüan-szu, Tombs of the 18 Loyalists (Chung-i-Shih-pa-jên-mu), and Lien-hua-chih (lotus pond).

Leaving Si-p'ing-sien and passing *Soui-p'ing-sien* or Sui-ping-hsien (882 km.—548 m.), the next station is

Tchou-ma-tien or Chu-ma-tien 駐馬店 (900 km.—559.2 m), 2 m. from the town of the same name. Originally a lonely town in a mountainous district, its neighbourhood a resort of highway-men, it has undergone a great improvement since the opening of the railway. Life and property now are as safe as in the rest of China, and the place is fast growing to be a prosperous market for the abundant agricultural products of the neighbourhood. Near the station are sheds for rolling-stock and railway material, water-tanks, and residences of officials connected with the railway.

K'io-chan-sien or Chüeh-shan-hsien (920 km.—571.7 m.). *Places of Interest*: Chin-ting-shan, Lang-ling-shan, and Pan shan mountains, in the vicinity of the town.

Leaving K'io-chan-sien and passing *Sin-an-tien* or Hsin-an-tien (940 km.—584 m.), *Ming-kiang* or Ming-chiang (957 km.—594.7 m.), *Tchang-tai-kouan* or Chang-tai-kuan (794 km.—605.2 m.), *Pêng-kia-wan* or Pêng-chia-wan (983 km.—607.4 m.), the train reaches

Sin-yang-tcheou or Hsin-yang-chou 信陽州 (996 km.—618.9 m.), an important station near the S. boundary of Honan. *Products*:—beans, bean-oil, and bean-cakes. *Places of Interest*: Hsien-shou-shan and San-chio-shan (mountains). Next passing *Liou-lin* or Liu-lin (1,018 km.—632.6 m.), 1½ m. N. of the market-town of Liu-lin-chên, which is surrounded by mountains on all sides, and *Li-kia-tchai* or Li-chia-chai (1,027 km.—638.2 m.), the next stop is at

Sin-tien or Hsin-tien 新店 (1,034 km.—642.5 m.), the most southern station in Honan. Originally a mere mountain village, the place is growing to be a summer resort for foreigners of Hankow. *Wu-shêng-kuan*, 5 m. S.W. of Hsin-tien, is an old barrier-gate in the midst of wild mountains. This region is traversed by means of several tunnels. The place has always been regarded as one of great strategic strength for defensive purposes. This natural barrier once served as a boundary between the North and South Dynasties in the 5th century. *Lung-pao-shan*, or the "Creeping Dragons Hill," W. of the station, is remarkable for more than fifty huge rocks on its summit, which are supposed to resemble dragons creeping and about to rise into the clouds.

Chi-kung-shan (situated near the boundary line between Honan and Hupeh Provinces, 4 m. E. of Sin-tien station) is the best known summer resort in China (altitude, 1980 ft.). It was first opened about ten years ago by foreign missionaries from



Chi-kung-shan, a Summer Resort

Hankow. The resort is easily reached by sedan chair (charge, 80 cents) in 1 hr. from the station. When Chang Chih-tung was appointed governor of Hupeh Province, he protested against the land ownership of foreigners in this district—stating that Chi-kung-shan and its surroundings were very important from a strategic point of view. After protracted negotiations with the British Consul at Hankow, he succeeded in regaining title to the land—which now is owned by the Provincial government and is under control of the Customs' Bureau. On the summit of the mountain, where, even in mid-summer, the thermometer seldom rises above 58° F., are about 150 cottages, 2 banks, a post office, police office, schools, various kinds of shops, and two foreign-style hotels (\$6 up), besides several Chinese inns. There are also tennis courts, a swimming pool, etc.

Tong-houang-tien or Tung-huang-tien (1,048 km.—651.2 m.), the most N. station in Hupeh, is a solitary place among the mountains, 23 m. from *Yin-shan-hsien*, a prefectural town. *Kouang-choui* or Kuang-shui (1,061 km.—659.3 m.) is another solitary place, 10 m. from Ying-shan-hsien. *Yang-kia-tchai* or Yang-chia-chai (1,075 km.—668 m.) is in a mountain valley which constitutes a position of great defensive strength. The sites of fortresses constructed at different periods may be seen at several places in the neighbourhood of the station. *Wang-kia-tien* or Wang-chia-tien (1,090 km.—677.3 m.) is near Mo-shan, where there is a quarry that furnishes material for grindstones.

Houa-yuen or Hua-yüan (1,106 km.—687.2 m.), or the "Flower Garden," was once a great flower garden 2 m. in circumference, owned by a wealthy family named Wan, in the Ming Period. Only the name remains of all its former splendour.



Siao-kia-kiang or Hsiao-chia-chiang (1,126 km.—699.7 m.) is near Pai-hu, a lake which is in junk communication with Yu-tai-men, Hankow.

Siao-kan-sien or Hsiao-kan-hsien (1,140 km.—708.4 m.) is $2\frac{1}{2}$ m. from the town of the same name. Near the town is the site of a house where once lived a man named Tang Yung, celebrated for his great filial piety (A.D. 300). From here on are passed several unimportant stations:—*San-tch'a-p'ou* or *San-cha-pu* (1,153 km.—716.4 m.), *K'i-kia-wan* or *Chi-chia-wan* (1,171 km.—726 m.), *Heng-tien* (1,182 km.—732.8 m.), *Niè-K'eu* or *Nieh-kou* (1,191 km.—740.1 m.), the last with many facilities of water communication, and *Tch'en-kia-ki* or *Chên-chia-chi* (1,198 km.—744.4 m.), to

Han-k'eu or Hankow 漢口 (see Route VI) which has four stations:—(1) *Kiang-an* or *Chiang-an* (1,204 km.—748.3 m.), (2) *Ta-tche-men* or *Ta-chih-mên* (1,208 km.—750.6 m.), (3) *Sun-ly-men* or *Hsün-li-mên* (1,210 km.—751.9 m.), and (4) *Yü-tai-men* (1,213 km.—753.7 m.). Of these, *Kiang-an Station* is on the bank of the Yangtze, on an embankment 5,300 yds. in length, along which are adequate facilities for mooring large steamers. Near the station are sheds for rolling-stock and railway material, a machine shop, workshop, etc. When the Hankow-Canton Railway is opened throughout, this station will acquire further importance as a railway ferry station. *Ta-tche-men Station* is the nearest to the foreign concessions, and its station building is the best of the four. *Sun-ly-men Station* is near Chü-jên-mên gate. *Yü-tai-men Station*, the terminal, is the nearest to the native quarter and the Han River.

The Peking-Hankow Railway maintains ferry boat service eight times daily between the Hankow Kiang-an station and Wu-chang-kouan, by which connection is made with the Hankow-Canton Line (see p. 127).

Route VI. Hankow.* Han-yang, and Wu-chang (Known collectively as the Wu-han cities)

Arrival. Four stations are available for travellers arriving in Hankow by the Peking-Hankow Line: Yü-tai-men (Pl. A 5), Sun-ly-men (Pl. E 4), Ta-tche-men (Pl. F 3), and Kiang-an. For description see preceding page. *Yü-tai-men Station* is the nearest to the native city. *Ta-tche-men Station* is the most convenient place to alight for the foreign concessions, and automobiles, carriages, and rickshas are usually available. Strangers arriving by steamer and disembarking at the hulk, or floating pier, of the company to which that vessel belongs will always find rickshas, but for motor-cars they should telegraph ahead to the hotel. *Rickshas*: 10-20 cents from the station to any point in the foreign concessions; 30 cents an hour, \$1 a half day, \$1.80 a day. *Carriages*: \$2 an hour, \$4 a half day, \$7 a day. *Motor cars* (seating 6): \$6 an hour, \$25 a half day, \$45 a day.

Hotels: (1) *Terminus Hotel* or *Teh-ming* (Pl. F 3), a large well-equipped establishment, located in the French Concession (American plan), \$7 and upward a day; (2) *International Hotel* or *Liukou Fantien* (Pl. 4, F 4) in the Russian Concession, \$6 up; (3) *Hankow Hotel* (Pl. 1, F 3) in the French Concession, \$5 up. *Japanese Hotels*: *Matsu-no-ya* or *Sung-lai-chia* in the Japanese Concession, containing Japanese and European rooms, \$4-8 a day (including room and two meals—Japanese food); *Takeno-ya* and *Hara-ryokan*, \$3-6 a day. *Chinese Inns*: *Hankow Talukuan*, and *Fuchang*, both on I-ma-tou street, \$1.50-3.

Restaurants: *European Food*, at the European hotels named above and at several restaurants kept by Chinese in Hsin-sêng-kai and Hsing-lung-kai streets, among which the *Puhaichun* is the best. *Chinese Food*, at *Ka-pin-lou*, *Han-nan-chun*, *Tung-fu-lou*, *Hsin-hwa-lou*, *Wan-kwoh-chun*—all in the neighbourhood of Ta-tche-men station. *Japanese Food*, *Miyoshi-kwan* (*San-hau-kwan*), *Tsumazuru* (*Chi-ho*), *Fukumiya* (*Fu-kung*), *Kiraku* (*Hsi-lo*)—all in the Japanese Concession.

Consulates: Belgian (*Ta-Pi-kwoh Ling-shih Ya-men*), British (*Ta-Ying Ling-sz-foo*; Pl. F 4), Dutch (*Ta-Ho Ling-shih-Kung-kwan*), and Spanish (*Ta-Jih-sz-pa-ne-ya-kwoh Ling-shih Ya-men*), all in the British Concession; American (*Ta-Mei-kwoh Tsung-ling-shih-fu*; Pl. F 3), Danish (*Ta-Tan-kwoh Ling-shih Ya-men*) and French (*Ta-Fah-lan-se Ling-sz-kwan*; Pl. F 3), all in the French Concession; former German (*Ta-Tê-kwoh Ling-shih Ya-men*; Pl. G 3), Italian (*Ta-I Ling-shih-shu*; Pl. G 2), Norwegian (*Ta-No-wei-kwoh Ling-shih Ya-men*), and Swedish (*Ta-Soi-tin-kwoh Ling-sz-foo*; Pl. G 2), all in the former German Concession; Japanese (*Ta-Jih-pen Ling-sz-kwan*; Pl. G 2) in the Japanese Concession; Russian (*Ta-Ngo-kwoh Ling-sz-kwan*; Pl. F 3) in the Russian Concession.

* 漢口 ("Mouth of the Han River")



The British Bund, Hankow

Custom-House (Kiang-han-kwan ; Pl. E 5) ; in Ho-kai (Native Town), near the British Concession. **Telegraph-Office** (*Ta-chung-kwoh Tien-pau-chuk* ; Pl. F 4), in the British Concession. **Post-Office** (*Ta-chung-wah Yau-cheng-chuk*), in the British Concession.

Currency : Besides the smaller silver coins issued by the government mints at Wuchang, Tientsin, and Hongkong, there are current silver dollars, called *Yüan-yin*, which are of several kinds : Hupeh yüan-yin, Kiangnan yüan-yin, Anhwei yüan-yin, and Mexican dollars (popularly known as *ying-yang*). Among these, the Hupeh dollars naturally have the highest credit. Paper money is also current, *viz.*, the notes (convertible into silver dollars) issued by the Yokohama Specie Bank, Hongkong and Shanghai Banking Corporation, Russo-Asiatic Bank, and Chartered Bank of India, Australia, & China, as well as the *Yüan* (dollar) notes issued by the Bank of China and Bank of Communications, and the copper cash notes, issued by the Hupeh-Kwan-chien-chü (a mint making copper cash) and by the large old-style Chinese banks. Travellers bringing Shanghai and Peking paper money to Hankow will probably find it subject to discount. Yuan Shih-kai silver dollars (coins bearing the effigy of the famous prime minister, Yuan Shih-kai) are accepted more willingly in Hankow than Mexican dollars.

Weights and Measures. Linear Measures :—There are various kinds of units of length —*Canton chih* (14.1 Eng. inches), used at the Custom House ; *Chou-tuan chih* (13.8 Eng. inches), used by dealers in satin and damask silk ; *Tu chih* (14 Eng. inches), used for piece goods ; *Tsai chih* (13.9 Eng. inches), used by tailors ;

Mu chih (13.8 Eng. inches), used by carpenters; *Chu chih* (13 Eng. inches), used by hawkers in the streets. Measures of Capacity:—*Han-hu* (1.433 bushels), *San-fan-hu* (1.957 bushels), *Hun-hu* (2.001 bushels)—these three varieties of *hu* are used in transactions in rice and other cereals; *Tsa-liang-hu*, used for measuring various products (1.452 bushels).

The measure of weight used in transactions between Chinese and foreign merchants is the *Yang-li-ping*, also known as *Hang-ping*; its 100 *liang* being equal to 105 *liang* of the Maritime Customs (*Hai-kwan-ping*) and to 101 *liang* of the standard weight (*Tsao-ping*). The *Tsao-ping*, also known as *Kwan-ping*, is the standard by which various weights are compared but it is never used in ordinary business transactions; it is used only in tax calculations, and is called *Ku-ping*, or the treasury weight. There are various kinds of weights in use among the natives; the *Kung-ku-ping*—different from the *Ku-ping* or treasury weight above named—(1 *Kung-ku-ping chin* equals .986 *Tsao-ping chin*); the *Chien-ping* (1 *Chien-ping chin* equals .985 *Tsao-ping chin*); the *Che-ning-ping*, originally introduced by Ningpo merchants, (1 *Che-ning-ping chin* equals 1.05 *Tsao-ping chin*); the *Chien-pang-ping* (1 *Chien-ning-ping chin* equals 1.00625 *Tsao-ping chin*); and the *Kung-i-ping*, used by grocers (1 *kung-i-ping chin* equals .95625 *Tsao-ping chin*).

Banks (*Yin-hang*). *Foreign*:—Chartered Bank of India, Australia, and China (Pl. 5, F 4), Hongkong and Shanghai Banking Corporation (Pl. F 4), International Banking Corporation (Pl. 6, F 4), Asia Banking Corporation (Poyang Road), Yokohama Specie Bank (Pl. F 4), Bank of Taiwan (Taiping Road), and Sumitomo Bank (Poyang Road, Pl. 8, E 4),—all in the British Concession; *Banque de l'Indo-Chine* (Pl. 2, F 3), *Crédit Foncier d'Extrême Orient*—both in the French Concession; *Russo-Asiatic Bank* (Pl. 3, F 4) in the Russian Concession. *Chinese*:—modern—Bank of China (Pl. 10, E 4), and Bank of Communications (Pl. 9, E 4). Important native old style banks, called *Piau-tswang Piau-hau* or *Shan-si Yin-hang*: *Wei-tai-hou*, *Hsin-tai-hou*, *Chih-tsên-hou*, *Hsieh-tung-ching*, *Ta-tê-tung*, *Wei-sêng-tsang*, *Hsin-yü-hou*, *Wei-fung-hou*, *Wei-chang-hou*, and 23 other establishments—each with a capital of Tls. 200,000 to 400,000.

Kwan-yin-hau, also called *Hai-kwan Yin-hang*, are exchange houses of which there are two in Hankow,—*Yü-tsên* and *Hsieh-tsên*. *Yin-lu* are silver dealers who make shoe silver and are assayers of silver bullion. There are thirteen *Yin-lu* houses in Hankow, of which the most important is *Hung-shun*. *Tang-pu* are small pawnbrokers: *Yü-fung*, *Tung-fung*, *Hung-ching*, *Yü-lung*, and others.

Itinerary Plans; 1st day, various manufactories in Hankow—Brick-tea Factory, Match Factory, Albumen Factory (*Société*

Anonyme Belge pour L'Industrie des Oeufs); 2nd day, Hanyang Iron and Steel Works, Hanyang Government Arsenal and Powder Factory, Ching-tswan-ko (tower), Ta-pie-shan Hill, Moon Lake (Yüeh-hu), Hanyang City; 3rd day, Wu-chang--Yin-yüan-chü (a mint), Industrial Museum, Schools, Cotton Spinning and Weaving Factories (Tsz-pu-chü and Fang-sha-chü), Hemp Factory (Tsz ma chü).

Situation and History. Hankow, together with Han-yang and Wu-chang, is situated in lat. $30^{\circ} 32' N.$, long. $114^{\circ} 19' E.$, Hankow and Han-yang being located at the junction of the Han-shui with the Yangtze River, Wu-chang lying opposite on the S. bank of the Yangtze. The three cities, of which Hankow (585 m. from Shanghai) is the newest and the largest—commanding the great advantages of water communication on the Yangtze and its important tributaries and being connected by rail with Peking—make these cities a great commercial centre of China, doubtless destined to be the most important of inland China. This region has been known under various names in the past. Originally the seat of the aboriginal tribe of *San-miao*, it formed under the Chou Dynasty (1122–255 B.C.) at first a part of King-chow Province and later of Chu Province. In the period of the Three Kingdoms (Shu, Wu, Wei; 1st half of 300 B.C.), the province of *King-chow* was partitioned among the rival kingdoms, and Wu-chang and its neighbourhood was appropriated by King Sun Chüan of the State of Wu—the old town of Wu-chang then becoming the capital of that flourishing kingdom. The city has always retained its importance. It was called *Ao-chow* under the Tangs (A.D. 618–905). In the Yüan Period (1206–1341) it was made the seat of government of *Hu-kwang*, a new political division which embraced the modern provinces of Hupeh, Hunan, Kwangtung, and Kwangsi. In the Ming Period (1368–1628) the city remained the capital of *Hu-kwang* which then embraced only Hupeh and Hunan, a condition that has remained practically unchanged to this time. For the greater part of this long period, during which Wu-chang maintained its prominence, Hankow remained a neglected fishing village, though by the time it was opened to foreign trade in 1861 it had assumed some importance as one of the four garrison towns of the Empire (the other three being Fat-shan-chên in Kwangtung, Chu-hsien-chên in Honan, and King-tê-chên in Kiangsi). But at last prosperity has come to Hankow. Its rise has been as remarkable as that of Yokohama or Kobe. Not only has it eclipsed the older treaty ports of Chin-kiang, Nanking, and Wu-hu, but also the classical city of Wu-chang itself, and it is becoming a business rival of Shanghai. Hankow, together with Wu-chang and Han-yang, acquired prominence in the Revolution of 1911, for it was at the Russian Concession in Hankow that the two leading revolutionaries were seized and summarily punished, a circumstance which led to the military revolt at Wu-chang, and with General Li

Yüan-hung in command, resulted in many desperate struggles at Hankow and Han-yang between the Imperialists and the Revolutionary forces. The native city of Hankow was almost entirely burned by the Imperialist army in the course of this civil strife, but in less than three years the new and more prosperous Hankow was built. After the overthrow of the Manchu Dynasty, General Li became Vice-President of the Republic, being stationed at Wu-chang at the head of the army, and discharging his civil duties as the Governor-General of Hupeh until 1913, when he was induced to stay permanently in Peking, still retaining the office of Vice-President. The three cities have a total native population of 1,300,000 (Hankow 800,000, Wu-chang 400,000, and Han-yang 100,000). The foreign population (1920) numbered 1,200 Europeans : British 460, Germans 50, Americans 90, French 80, the rest being Norwegians, Italians, Swedes, Russians, Portuguese, and Spanish. The Japanese numbered 1,300.

Temperature. Hankow has a warm climate, being situated in about the same latitude as Alexandria (Egypt) and New Orleans (U.S.A.). It has warm winters and very hot summers (91°–98° Fahr.), with some extreme changes in May, June, July, and December, due to its being so far away from the equalizing influence of the sea air. February and March are generally either foggy or rainy, with few fine days. October and November are the best months—the air then being drier than at any other time of the year.

Hygiene. Hankow is not an unhealthy place to live in, provided sufficient precautions are taken against sudden changes of temperature. There prevails a mild epidemic fever, known as *fung-ping* among the Chinese, but sufferers from it generally recover in less than a week. Cholera, diphtheria, dysentery, and typhoid fever epidemics often break out, but seldom to alarming extent. Diphtheria is most common in winter, typhoid fever in autumn; dysentery is generally of a mild kind known as amoeba dysentery. Hankow, which formerly suffered from the lack of good drinking-water, now possesses a modern water system, completed in 1912, which supplies the foreign concessions with water of excellent quality. The Chinese in the native quarters still depend on the river water, which is purified and filtered before use by the better-class of people. There is a thorough system of sewerage in the foreign concessions. This cannot be said of the native town, where the underground drainage is in very bad condition.

Hospitals and Druggists. Hospitals :—London Mission, Roman Catholic (for foreigners and Chinese), Wesleyan Mission, and Japan Dōjin, (Pl. F 3). There are several foreign practitioners. Chemists and Druggists :—Watson's (or *Wa-sun-sz Ta-yoh-fang*), Anglo-Chinese Dispensary (or *Chung-ying Ta-yoh-fang*), Han-

kow Dispensary (or *Hankow Ta-yoh-fang*), Central China Dispensary (or *Chung-yang Ta-yoh-fang*), Pharmacie Centrale (or *Liang-chi Yoh-fang*); Japanese Chemists—Nikkwa Yakubō (or *Ji-hwa*), Wakabayashi Yakubō (or *Jo-lin*), Marusan Yōkō (or *Wan-san*), Tani Kwaishun-dō (or *Ku Hui-chun-tang*), Chūsei Yakubō (or *Chung-hsi*), Kwa-ei Yakubō (or *Hwa-ying*).

General Description of the Triple Cities

Hankow. The old native quarters destroyed in the Revolution of 1911 and now almost reconstructed, are bounded for the larger part on the S.W. by the river Han or Han-shui, on the S.E. by the Yangtze as far as the British Concession, and on the N. partly by a belt of land along the railway and partly by a new city quarter, laid out and owned by *Liu Wan-shun* (a wealthy Chinese).

Foreign Concessions in Hankow. The exclusive concessions of Great Britain, Russia, France, and Japan lie successively in the order named towards the N.E. along the river bank, the embankments constructed by the different settlement authorities extending for a distance of several miles. Each is governed by a Municipal Council of its nationals. These concessions, extending along the Bund, constituting an international city, with its handsome modern buildings, automobile boulevards and beautiful residences, is like any well laid-out foreign city. It is policed by tall, turbaned Sikh Indians who lend an Oriental picturesqueness to the district.

The British Concession (Pl. E, F 4) comprises an area of about 60 acres. Being the oldest of the concessions, dating back to 1861 when Hankow was first opened to foreign trade, and



Ta-pie-shan Hill as viewed from Wu-chang

lying closest to the native town, it is the most prosperous and most thickly populated. On its embankment, extending for half a mile, are six hulks (*tun-chuan*) or wharfs, which always present a busy scene of traffic. The Bund is a beautiful promenade, with large, shady trees. The concession has been extended by the addition of 51 acres which is intended for a native quarter.

The Russian Concession (Pl. F 3, 4), first set apart in 1896, comprises about 51 acres, with an embankment extending for nearly half a mile. The concession is slowly growing, the chief buildings being the large brick-tea manufactories belonging to Litvinoff & Co. (*Shun-fung*, Pl. F 4), and the Hsin-tai Trading Co. (Pl. F 4). Off the Bund is the hulk of the Nisshin Kisen Kaisha or Ji-ching Lun-tswan Kung-sz, Japanese (Pl. F 5).

The French Concession (Pl. F 3), dating from 1896, adjoining the Russian, contains an area of $28\frac{1}{2}$ acres, its embankment extending for a quarter of a mile. Next to the British Concession this is the most flourishing. The Terminus Hotel (Pl. F 3), the best hotel in Hankow, is in this concession.

The former German Concession, now under Chinese management, adjoining the French, comprises the largest area ($104\frac{1}{2}$ acres) of all the concessions. Its embankment, extending for three-quarters of a mile, has two hulks, near which have been built large warehouses. Excellent roads and streets have been laid out in all directions, and particularly worthy of notice is a flourishing Chinese street, called *Hwa-ching-kai*, which is lined by residences built in mixed Chinese and European style.

The Japanese Concession (Pl. G 1, 2), dating from 1898, comes next in order, with an area of $41\frac{1}{4}$ acres and an embankment extending for nearly a mile. In it are the office of the Japanese Consulate-General, and a match factory.

The Hankow Bund, originally only half a mile in length, now forms a continuous stretch of more than two miles along the river. On it, especially in the British Concession, the splendid modern buildings are rather impressive from the river. A walk on the Bund is always interesting. The spring rains and melting snows in Szechwan Province create a variation of about 45 ft. in the depth of the river between summer and winter. Hsin-seng Road, also known as I-ma-tou street, which divides the British Concession from the native town, is the most thriving part of Hankow. On it are large shops, restaurants, and native inns.

Han-yang 漢陽. Close to the right bank of the Han-shui, at the N. base of *Ta-Pie-shan* hill, are the large Hanyang Iron and Steel Works, the Arsenal, powder factory, and a brick-kiln. N.W. of the hill is *Yüeh-hu* or the "Moon Lake." On the S. brow of the hill and commanding a magnificent view of the Yangtze and of Wu-chang on the opposite shore is a famous

temple, *Ching-tswan-ko* (Pl. D 7), which has a large upper story where visitors may refresh themselves with cups of tea. Lower down, at the S.W. base of the hill, lies the city of Han-yang with more than 100,000 inhabitants, and farther W. is a beach known as *Ying-wu-chow* or the "Parrot Beach," a poetical name belied by the place as it is now made to serve as a timber yard for the products of the Hunan forests.

Wu-chang 武昌. On the right bank of the Yangtze, which is here about 2 m. wide, lies the city of Wu-chang, the capital of Hupeh Province. The busy town quarters of Wu-chang are found at the S.W. base of *Sê-shan* and of another hill, *Hwa-yüan-shan*, where is situated the well-known Commercial Museum, (Pl. F 10), established by the late Viceroy Chang Chih-tung. In Wu-chang there are many modern public buildings, including the Provincial Government Offices, barracks, and schools.

Government Offices. In Wu-chang,—Military Governor's Office (Pl. F. 10), Civil Governor's Office (Pl. F 8), Police Headquarters, Financial Bureau (Pl. F 9), Provincial Council (Pl. G 9), Diplomatic Office, (*Chiau-sê-yüan*), Higher Court of Justice (*Kau-tên Sên-chien Liang-ting*, Pl. G 9), Chiang-hsia-hsien Prefectural Office, Hsia-kou-hsien Prefectural Office. In Hankow,—Police Office (*Shang-pu Ching-tsa-su*, Pl. E 5), District Court of Justice (*Ti-fang Sên-chien Liang-ting*), Local Court of Justice (*Chu-chih Sên-chien Liang-ting*, Pl. E 5), General Water Police Office (*Hupei Shui-chings Tsuug-ting*). In Han-yang,—Han-yang-hsien Prefectural Office.

Churches and Missions: *Protestant:* Union Church (in French Concession), American Baptist Missionary Union (*Ta-Mei Tsên-li Kung-hwei*), American Church Mission (*Ta-Mei-sên Kung-hwei*), American Lutheran Mission (*Mei-lu-hwei*), Norwegian Lutheran Mission (*No-kwoh Lu-tê-hwei*), American Presbyterian Mission, China Inland Mission (*Nei-ti-hwei*), Christian and Missionary Alliance (*Hsüan-tao-hwei*), London Missionary Society (*Lun-tun-hwei*), Wesleyan Methodist Missionary Society (*Fu-yin-tang*), Central China Religious Tract Society (*Hankow Sên-chiau Shu-chuk*), National Bible Society of Scotland (*Su-kê-lan-Sên-shu-hwei*), British and Foreign Bible Society (*Ta-Ying Sên-shu Kung-hwei*). *Roman Catholic:* Roman Catholic Mission (*Tien-chu-tang*), Spanish Augustinian Mission (*Wang-tê-hwei*). *Russian Orthodox:* Russian Church Mission (*Ngo-kwoh-chiau-hwei*). The hospitals under missionary auspices have already been mentioned (p. 112).

Temples. In Hankow, the noted temples, Kan-lu-sz, Chi-yin-sz, Ta-kwan-yin-ko, Kwan-ti-miau, and others, were destroyed in 1911. In Han-yang are *Kwei-yüan-sz* (containing 500 images of Lohan, disciples of Buddha) in Hsi-mên-chiau-wai, *Chi-hsien-sz* at the S. base of Ta-pie-shan, *Hsüan-miau-kwan* at Hsi-mên-wai,

Yü-wang-miau and *Tsu-sz-tien*, both on Ta'pie-shan, *Hsing-kwo-sz* at Sz-wan-lien-tu-Hwa-ti, and *Fung-chi-sz*, facing the Mei-tsz-shan hill. In Wu-chang are *Tsên-kung-tsz* on Sê-shan, *Tau-chun-kwan* at Pinyangmên, and *Pau-tung-sz* on Hung-shan, outside the Pin-yang-mên gate. Tauchunkwan is a Taoist temple visited by crowds of worshippers.



The most prosperous Chinese Street in Hankow

Schools. Wu-chang Schools established directly or indirectly under the patronage of the late celebrated Viceroy Chang Chih-tung: Hupeh Agricultural College, (Pl. H 5), Hupeh Sz-hsü-yüan (where civil officials are trained), Hupeh Foreign Language School (Pl. F 9), Hupeh Middle School (Pl. G 8), Hupeh Police Training School, Military College, Commercial School (Pl. F 9), Liang-hu Normal School, Hupeh Medical School, and several elementary schools. All are government institutions. Schools under foreign management: Boone University, Cathedral Choir School, Ecole Municipale Française, Griffith College, Hankow British School, Hankow School of Commerce and Finance, Japanese Primary School, St. Hilda's School for Girls, St. Joseph's School for Chinese Girls, St. Mary's School and Kindergarten, St. Paul's School, Theological School of the American Mission, Union Lutheran Theological Seminary, Union Normal School, Wesley College

Communications. Hankow owes its great prosperity largely to its many facilities of communication. It is connected by rail with North China and with Changsha in Hunan, and in time it will also be connected by rail with Canton. But its greatest debt

is owed to the Yangtze. There is no other great city in the world so far inland (some 600 m. from the sea), which can be reached by large ocean liners. It has a very large river trade by means of small steamers as well as by junks, the latter being moored in countless numbers at the mouth of the Han-shui.

Steamship Lines: *Between Hankow and Shanghai* (585 m.) the service is maintained by the following companies:—(1) Nisshin Kisen Kaisha (*Ji-ching-Lun-tswan Kung-sz*, Pl. F 5)—5 trips weekly—with an office in the Russian Concession, Hankow; (2) China Merchants' S. N. Co. (*Chao-shang-chü*, Pl. E 5)—4 trips weekly—office in the native town; (3) Butterfield & Swire (*Tai-koo*, Pl. F 5)—4 trips weekly—office in the native town; (4) Jardine, Matheson & Co (*E-wo*)—4 trips weekly—office in the British Concession. The passenger fare between Shanghai and Hankow is practically uniform on the different lines,—1st class, \$50 (return ticket, \$75). For further particulars concerning the Hankow-Shanghai Route, see p. 193.

Between Hankow and I-chang (387 m.) the service is maintained by the Nisshin Kisen Kaisha (2 trips weekly), China Merchants' S. N. Co. (about 6 trips monthly), Jardine, Matheson & Co. (about 6 trips monthly), and Butterfield & Swire (about 3 trips monthly). For particulars see p. 203.

Between Hankow and Siang-tan (229 m.) steamers are operated (except during winter when the water is too shallow even for steamers of the lightest draught) by the Nisshin Kisen Kaisha (twice weekly), Butterfield & Swire (once every 3 or 4 days), and Jardine, Matheson & Co. (once in 7 or 8 days). For particulars see p. 207.

Between Hankow and Chng-teh (252 m.) the service is maintained by the Nisshin Kisen Kaisha, except during winter, when the channel is too shallow for steam-launches. For particulars see p. 209.

Between Hankow and Japan a thriving freight service, without passenger accommodations, is maintained during the summer months.

Between Hankow and Siang-yang (about 240 m.) the river Han-shui is said to be navigable at certain seasons for steam-launches of very light draught, but no service is maintained except for a short distance between Hankow and Hsien-tau-tsên. Small river-steamers are run between these two places by two Chinese companies: fare, \$1. In winter, when the river becomes shallow, the boats run only between Hankow and Tsai-tien, 30 cents. The junk traffic is a great feature of this important water route. The junks on the upward journey cover 20 to 50 miles a day, according to the nature of the wind; down stream they make as much as 100 miles a day. They carry heavy cargoes of merchandise,—on the up-voyage, cotton yarn and cloth, sugar, and other goods; on the

down-voyage, beans, bean-cakes, sesame oil, cotton, lacquer, cow-hides, dried mushrooms, tobacco, etc.

Junks and Junk Trade. The junks, engaged in traffic with Hankow, Han-yang, and Wu-chang as their base, number about 25,000. Travellers are impressed by the sight of the swarms of them moored at the mouth of the Han-shui and extending for 5 m. along its banks. The Szechwan junks generally moor at Han-yang. The junks, of various kinds, are designated by different names: (1) *Ya-sau*, which ply between Hankow and Wu-chang, Ching-shan, Hwang-po-hsien, Siao-kan-hsien, Tien-men-hsien, and Tsao-shih—carrying from Hankow, hardware, tea, charcoal, and miscellaneous goods, and bringing back gypsum, hemp, sesame, kaoliang, bean-oil, cow-hides, and cow-bones; (2) *Fu-tiau-tsz-lo-tang* are Kiangsi junks, which bring in pottery, rice, medicines, paper, and fruit, and return laden with cereals, cow-hides, and miscellaneous goods; (3) *Pai-tsz* are Honan boats, which come laden with sheep-skins, cow-hides, medicines, straw rope, and pine bark; (4) *Hwo-liu-tsz* are Shensi boats, which ply between Han-chung on the upper course of the Han-shui and Hankow, carrying on their down-voyage pine bark, paper, and straw rope; (5) *Po-tsz-ma-chio-wei* are Szechwan boats, which come laden with the rich products of the upper Yangtze basin: dried mushrooms, peppers, rape-seed, medicines, etc., returning with cotton, cotton cloth, fishery products, and miscellaneous articles; (6) *Tiau-kou* are Hunan boats, which carry paper, iron, charcoal, rice, vegetable oil, linen, and tea. Besides these there are about fifteen other kinds of junks. The large junks have a cargo capacity of 2,000 to 5,000 piculs (266 to 333 tons).

Hulks or Tun-chuan. The steamship companies have their own separate hulks (a kind of floating pier), either at the river bank in the native city or in the foreign concessions. The steamers in regular service generally moor at these hulks. If space is not available they anchor in midstream, which is the case also with large ocean-going vessels, which are obliged to depend upon sampans for the transfer of passengers and goods. There is a strong current in the river.

At sunset along the river bank numbers of the natives frequently gather with canaries or larks in cages and, squatting on their heels, have prize contests as to the singing abilities of the birds. This is a favourite way for the Chinese all over the land to give their birds an airing, similar to the Occidental with his dog.

Ferry between Hankow and Wu-chang. There is a steamer ferry service between Hankow and Wu-chang (2 m.), maintained by two Chinese companies, each company owning four boats, which make 20-24 trips daily between the two cities,—fare, single trip, 13 cents. A railway ferry service connecting with the Wu-chang-Changsha Line trains is also maintained by the Peking-Hankow Ry, and numbers of sampans ply between these cities.

Railways. For particulars relating to the Peking-Hankow Line see p. 91. Between Wu-chang and Chang-sha there is also run one daily through train (for particulars, see p. 127).

Roads. The roads in the foreign concessions are good—outside of the concessions the streets in the native quarters of Hankow and Han-yang are narrow and bad, not fit even for rickshas. In Wu-chang the roads, paved with stone, are wider but so uneven that a ricksha ride is exceedingly uncomfortable.

Trade. As stated, Hankow was opened to foreign trade in 1861. Within recent years its trade has increased enormously in volume, its net value in 1920 amounting to Hk. Tls. 169,915,000 (*Imports*, Hk. Tls. 81,743,000; *Exports*, Hk. Tls. 88,208,000)—and, as its prosperity is fast increasing, the day may not be far off when it will rival Shanghai.

Chief Articles of Trade: *Exports*:—tea, vegetable oil, sesame, cotton, beans and bean-cakes, wheat, cow-hides, tobacco, hemp, silk, lumber; *Imports*:—cotton shirtings (made in Great Britain, America, Japan, Holland, and Italy), cotton yarn from Japan, India, and England, kerosene, and sugar.

Trade Organizations: There are three kinds of trade organizations,—*Hwei-kwan*, *Kung-so*, and *Pang*. Some of the more important are: Provincial Guilds (*Hwei-kwan*) of Chang-sha, Tai-ping, Hsiang-shan, Chung-chou, Hu-ka, Kiangsu, Hwei-chow, Kwangtung, Shao-hing, Hunan, Ta-pu, etc. Associated Business Offices (*Kung-so*) of Honan, Hwai-yen, Yu-pang, Su-hu, Chang-chun, Chien-ye, Tien-yin, Pau-ching, Yün-lin, Mei-sz, Tsên-i, Wên-chang, Pau-shan, Yü-chi, Cha-ye, Pei-hsin; Provincial Business Associations (*Pangs*) of Szechwan, Yün-kwei, Shensi, Shansi, Honan, Hunan, Kiangsi, Fuhkien, Hupeh, Kiangnan, Ning-po, Chaochow, Kwangtung, Hongkong, etc.

Articles handled by the different *pangs* are as follows: (1) *Szechwan pang*,—medicines, paulownia oil, raw lacquer, vegetable wax; (2) *Yünkwei pang*,—dried mushrooms, raw lacquer, paulownia oil, insect wax (*pai-la*), lumber; (3) *Shensi pang*,—cow-hides and sheep-skins, tallow, raw lacquer; (4) *Honan pang*,—tea, rice, beans, cereals; (5) *Kiangsi and Fuhkien pangs*,—tea, pottery; (6) *Kiangnan and Ningpo pangs*,—cotton, fishery products, rice, caps, silk damask and satin (*Chou-tuan*); (7) *Chao-chow, Kwangtung, and Hongkong pangs*,—fishery products, silk yarn, Kwangtung products, cinnamon bark, leaf-fans, linen, logan fruit, silk fabrics, ivory work, silver-ware, sugar, waste silk, cocoons; (8) *Hupeh pang*,—tea.

Kinds of Trade. There are great varieties of trade, as indicated by the so-called Hankow's 360 *hangs* (each *hang*, or association of shops, dealing in special articles). Of these the most important are Yen-hang (salt), Cha-hang (tea), Yo-tsai-hang (medicines), Canton and Foochow Tsa-hwo-hang (products of Kwangtung and Fuhkien), Yü-hang (oil), Liang-sz-hang (provisions), Mienhwa-hang (cotton), Pi-hang (hides). Under each *hang* are a dozen and sometimes scores of small dealers. *Central China Post* is the English newspaper.

Foreign Shops : *Groceries*—Hall & Holtz or *Fuh-li* (British,—in the French Concession), Central Stores or *Pao-ho* (British Concession), Thurier & Kohr or *Tien-yu*; *Watches and Jewelry*, Ullmann & Co. or *U-li-wen* (in the British Concession); *Musical Instruments*, Laurence B. Boyack (Peking Road, in the British Concession); *Lacquer Ware*, Saitō Yōkō or *Tsai-tên* (Japanese,—in the British Concession); *Japanese Miscellaneous Goods*, Nichiryū Yōkō or *Ji-lung* (in the British Concession), Tanaka Yōkō or *Ta-tien*, and Oishi Yōkō or *Ta-sz* (both in the Russian Concession), Nakamura Yōkō or *Chung-tsun* (in the Japanese Concession), Matsumoto Yōkō or *Sung-pên*, Yamashita or *Shan-hsia* (both in the former German Concession), Asai Yōkō or *Chien-ching* (in the French Concession), Hankow Photo Co. (in the French Concession). All these shops are Japanese.



Hanyang Iron and Steel Works—p. 123

Principal Foreign Firms

	<i>Location</i>
American Trading Co.	15, Panoff Bldg.
Anderson, Meyer & Co.	French Concession, 11 rue Clemenceau.
Arnhold Bros. & Co. (<i>Sui-che</i>)	The Bund, ex-German Concession.
Asiatic Petroleum Co. (<i>Ying-shang Ah-si-a-hou-yu-kung-sze</i>)	.
Brandt & Co. (<i>Ching-lung</i>)	Rue Dubail, French Concession.

British-American Tobacco Co.	Dorotheen Strasse, ex-German Concession.
Brunner, Mond & Co., Ltd. (<i>Pu-na-men-kung-sz</i>)	
Burtenshaw & Co. (<i>Pao-tai</i>)	Mission Road, French Concession.
Dodwell & Co. (<i>Tien-chang</i>)	Russian Concession.
Dollar & Co., Robert	Frederick Strasse, bordering ex-German Concession.
East-Asiatic Co., Ltd.	E-wo Road, British Concession.
Evans, Pugh & Co. (<i>Pau-shun</i>)	The Bund, British Concession.
Fearon, Daniel & Co. (<i>Yeh-loong</i>)	11, Tung Ting Road.
Findlay, Richardson & Co. (<i>Lien-li</i>)	
General Elec. Co. of China (<i>Ying-kwok-tung-yung-din-che-kung-sz</i>)	23, Tung Ting Road.
Harrison, King & Irwin, Ltd. (<i>Ta-ping</i>)	
International Export Co.	Ex-German Concession.
Italian-Chinese Import & Export Co.	Rue de Hanoi, French Concession.
Jardine, Matheson & Co. (<i>E-wo</i>)	The Bund, British Concession.
Litvinoff, S.W. & Co. (<i>Shun-fung</i>)—office.	The Bund, British Concession.
Melcher & Co. (<i>Mei-che-sz</i>)	Ex-German Concession.
Mitsubishi Co. (<i>San-ling Kung-sz</i>)	Japanese Concession.
Mitsui Bussan Kaisha (<i>San-ching</i>)	British Concession.
Monbaron, Charles (<i>Liang-chi</i>)	Russian Concession.
Mustard & Co. (<i>Lou-ching-long</i>)	Taiping Rd., British Concession.
Nippon Menkwa Kaisha (<i>Japan Cotton Trading Co.; Jih-sing</i>)	Hokai, Native City.
Okura & Co. (<i>Ta-tsang Yang-hang</i>)	2, Tananarive, French Concession.
Olivier & Co. (<i>Yung-shing</i>)	
Patell & Co.	15, E-wo Road, British Concession.
Ramsay & Co. (<i>Hsin-fou</i>)	23, Tung Ting Road.
Reiss & Co. (<i>Tai-wo</i>)	British Bund.
Representation for British Manufacturers	
Sassoon & Co. (<i>Sha-sun</i>)	Ching Ming Bldg., Poyang Rd.
Standard Oil Co. (<i>Mei-foo</i>)	12, British Bund.
Trading Co. (<i>Hsin-tai</i>)	Russian Concession.
	The Bund, Russian Concession.

Industries. Hankow is remarkable not only on account of its fast growing domestic and foreign trade, but also as a rising industrial centre. It has several modern manufactories which merit attention, and new ones are constantly being established.

Brick-tea Factories, all under Russian management :—Litvinoff & Co. or *Shun-fung*, Hsin-tai Trading Company (both in the Russian Concession), and Molohanoff, Pechatoff & Co. or *Fow-cheong*, (in the British Concession). Of these the last-named is the oldest and the largest, employing 1,300 operatives, and enjoying high credit among native tea-merchants. The raw material for making brick-tea is the powdered tea which is collected from Hupeh, Hunan, Kiangsi, and Anhwei Provinces. The manufactured product is exported by sea to Odessa and Vladivostok, and overland to Siberia. There is one other brick-tea factory, *Hsingshang Kung-sz*, situated outside Yu-tai-mên, which is owned by Cantonese merchants. Tea is one of the staple exports of Hankow.

Hsieh-chang Match Factory (Pl. G 2) is located in the Japanese Concession, its premises covering an area of about 4 acres. The factory consists of 12 buildings, containing 180 rooms (each 12 × 16 ft.), in which the various processes in match-making are carried on.

There are six *Albumen Factories*. The Mei-che-sz and Kung-hsing (both in the former German Concession), the Swei-hsing (in the Japanese Concession), and the Li-ho (in Ta-chih-mên-wai) are all under foreign management and make albumen from duck and hens eggs. *Flour-Mills*. There are five flour-mills in Hankow and neighbourhood, among them Tō-a Flour-mill Co. (Japanese), on the Han-shui above Hankow, the largest,—daily output 2,000 sacks (each containing about 100 lbs.); *Ho-fung* (at Lo-chia-tien, 3 m. W. of Hankow); *Han-fung* (on the Han-shui, below Lo-chia-tien); and *Chin-lung* (in the French Concession). *Bean-oil and Bean-cake Factories*. Japanese : Nisshin Yōkō with two factories (one in Han-yang, the other in the Japanese Concession); Chinese :—*Yüan-fung Yu-fang* (in Han-yang).

Hankow Waterworks and Electric Light Co. (*Hankow Chi-chi Shui-tien Kung-sz*) is a Chinese firm. Its waterworks are located above Chiau-kou, its electric power-house below that place. The water, pumped from the Han-shui, is distributed in the city by steam-power. The electric power-house contains three dynamos of 500 kilowatts each, producing electricity sufficient to light 25,000 lamps. *Foreign Electric-light Companies* : One (British) in the British Concession and another in the former German Concession.

British-American Tobacco Co. (Pl. G 2) is a British firm which makes cigarettes; it is located in the former German Concession. Its annual output exceeds Tls. 1,500,000.

International Export Co. exports frozen meat, eggs, poultry, and game. Its annual export is valued at over Tls. 500,000.

Dairy Farms: These are located N. of the foreign concessions. Some of the well-known farms are I-tai (American), Wantai (British), Wang-lung-chi, Ye-chiang-tai, Fang-yü-ho, and Yuan-hsing-ho—the last four are owned by natives.

Hanyang Iron and Steel Works or *Han-yang Tieh-chang* (Pl. C, D 7) is a large establishment at the N. base of Ta-pie-shan. It covers an oblong piece of land lying between that hill and the river Han-shui, and extends for more than a mile from its pier on the bank of the Yangtze. Between the pier and the works is a light railway $\frac{1}{3}$ m. long. The two smelting furnaces, built of brick, are 180 ft. high, 18 ft. in diameter; coke and ores are fed in from the top, being carried there by means of an automatic elevator. The melted iron is cast into bars 3 ft. long, 4 in. wide. N. of the blast furnaces is an oblong-shaped workshop (240×1,000 ft.) where the pig iron is fabricated into steel plates and rails. *Hanyang Arsenal* (or Ping-kung-kang-tieh-chang; Pl. B, C 7) is situated W. of the Iron Works.

The Cotton Spinning and Weaving Factory, or *Tsz-pu-chü* (Pl. E 10), is located on the river bank outside Wên-chang-mên, Wu-chang. Its equipment consists of 102 spinning machines, of which 36 turn out the warp thread and 66 the woof, there being in operation altogether 376 spindles. The yarn thus produced is woven into cloth by 500 weaving machines, the output consisting of a plain cloth 36 inches in width, made into rolls of 40 yards. *The Cotton Cloth Factory*, or *Fang-sha-chü* (Pl. E 10), located next to the Cotton Factory, contains 146 spinning machines, each with 336 spindles, altogether 49,056 spindles. *The Silk Spinning Factory*, or *Kwan-sz-chü*, located close to the above, contains 308 spinning looms, worked by a 300 H.P. steam plant. *The Hemp Manufactory*, or *Tsz-ma-chü* (Pl. E 9), situated in the neighbourhood of the above, is a large 2-factory establishment. Here the raw hemp is bleached, spun, and woven into cloth, or turned into twisted thread. A 390 H.P. steam-plant works the first factory, a 300 H.P. plant the second.

Hupei Kwang-i-hsing Kung-sz, which may roughly be translated as the "Company for the Advancement of Handicrafts," was organized in 1906 under the patronage of the late Viceroy Chang Chih-tung. It maintains various establishments: a Paper-Mill and a Paper-Mill Apprentice School (at I-ma-tou, Hankow), Coloured Lithographic Printing Office (at Ta-chih-mên-wai, Hankow), Handicraft works in bamboo, wood, and lacquer, and an Embroidery Shop (in Wu-chang). The company was honoured by several certificates of merit from the late Imperial Government of China for the superior workmanship of many articles produced at these establishments.

Agricultural Products. Hankow is a great commercial market for the agricultural products of Hupei and neighbouring provinces,

the total amount gathered and distributed at Hankow being valued at more than Tis. 60,000,000 annually. Among the important articles distributed may be mentioned: *Tea* (green, black, powdered, and brick), produced in Hupeh, Hunan, Kiangsi, and Anhwei; *Beans*, of the yellow, green and black kinds (produced on the plains bordering on the Yangtze and the Han-shui), exported both in a raw state and as bean-cakes; *Hemp and Ramie*, exported largely to Europe; *Sesame*, produced in Hunan and in Suichow, Hupeh, and on lands lying along the Han-shui; *Tobacco*, produced mostly in Hupeh and Honan; *Cotton*, raised chiefly in Hupeh, Honan, and Hunan; *Paulownia Oil*, produced principally at Ying-yang, I-chang, and Shih-nan in Hupeh and in the W. part of Hunan, is distributed to different parts of China (this oil is used chiefly in making a kind of varnish for oil-paper and umbrellas, and for oiling the roofs of house-boats); *Wheat*, raised in the upper regions of the Han-shui and lands along the Hu-ho, Tung-ho, Hsi-ho, and Pa-ho, is exported largely in the form of flour; *Silk Yarn*, ordinary yellow and white, and tussur.

Fishery Industry. Fresh-water fish are caught in large quantities in the Yangtze, as well as in its smaller tributaries in the neighbourhood of Hankow,—Kin-kow, Tun-kow Hwang-sha-kang, Mo-tsz-sz, Hwang-ling-chi being well-known fishing stations. Among the many kinds of fish caught, *Li-yü* (carp) and *Kwei-yü* (mandarin fish) are considered the most delicious—more particularly the latter, which is peculiar to the Yangtze. A large quantity of fish is salted and exported to Szechwan.



Ching-tswan-ko Tower—p. 125

Shooting. Pigeons, geese, ducks, pheasants, snipe, and white herons, as well as hares, deer, wild dogs, and other game abound in the neighbourhood of Hankow. This sport is as yet confined mostly to foreign residents—the natives apparently caring little for it.

Places of Interest: *Ta-pie-shan* 太平山 (Pl. C 7), also known as *Kwei-shan* or the "Tortoise Hill," is W. of Hankow, beyond the Han-shui. The S. base of the hill touches the Yangtze and at its S.W. base is situated the city of Han-yang. On the summit of this low hill is a temple dedicated to the Emperor Yü* who, according to tradition, here offered a thanksgiving prayer to Heaven upon the completion of the great works constructed for carrying off the water of the floods which then ravaged China. The place formed a stronghold of the revolutionary forces (1911), until the army was driven back to Wu-chang by the shells of the Imperialists. The temple commands a wide prospect of the surrounding region.

***Emperor Yü** was the third of the Three Emperors known as Sages, of ancient China, who, according to the accepted chronology, lived about 2205–2196 B.C. In the reigns of Yü's two predecessors, *Yao* and *Shun*, China suffered from great floods, which Yü's father, *Kun*, though intrusted with full powers, utterly failed to drain off. Yü, on being appointed in his father's stead, partly with the desire of making up for his father's failure, devoted himself to the great task of subjugating the floods, and succeeded in constructing the necessary channels to carry the water towards the sea. This work required 13 years of continuous labour during which, though he thrice passed the front of his house, he never entered it to see his first-born son. Yü, on account of his loyalty and character, and particularly for his great services in saving China from flood ravages, was appointed a successor to the throne by the Emperor Shun.

Ching-tswan-ko 晴川閣 (Pl. D 7) is a two-story tower, situated on the S. brow of Ta-pie-shan. The upper story, which opens towards the S. and W., commanding wide and beautiful views of the rivers and the cities of Hankow and Wu-chang, is for the use of visitors, who are provided with seats and tea. A visitor usually gives a tip of 10 cents on leaving.

Chin-tai 琴臺 (Pl. B 7), or "Harp Stand" (10 minutes' walk), S.W. of Hanyang Iron & Steel Works, at the W. foot of Ta-pie-shan, is a low elevation covering some 1.5 acres, being the spot where, according to tradition, the famous musician *Po-ya* once played the harp to the delight of *Chung Chi-tzu* who alone of the people of the time could fully appreciate and do justice to the master-player's music. In memory of this event, a temple has been built and a pretty garden laid out. In front of Chin-tai is *Yüeh-hu* (or the "Moon Lake")—famous for lotus flowers in summer. The place is a favourite resort of the people of the Triple Cities.

Sz-liu-hwa-tai 石榴花臺, or the "Pomegranate Flower Pagoda," N.W. of Hanyang City, is a pagoda erected in memory of a woman who, though entertaining a sincere filial devotion for her mother-in-law, was unjustly suspected of killing her by poison.

The woman one day prepared some chicken for her mother-in-law to eat, and, as the latter died soon after, she was obliged to report the fact to the magistrate, stating all the circumstances. She could not clear herself and was condemned to die. When about to be executed she broke off a flowering twig from a pomegranate tree and blessed it, saying, "If I am innocent, do you take root in the ground." The twig took root and became a tree.

Ta-chün-shan, or the "Large Army Mountain," and *Siau-chün-shan*, or the "Small Army Mountain," (both S.W. of Hankow City) were so named from their having been the seats of camps of the rival armies of Wu and Wei (in the 3rd century before Christ). It is popularly believed that in the time of a great storm sounds of drums and gongs are heard in the valley between the two mountains.

Hwang-ho-lou 黃鶴樓 (Pl. F 9) was a tower situated on the N.W. brow of Se-shan hill, in Wu-chang, facing the Yangtze-kiang—its fame being sung in verse. Originally a five-story building, it was destroyed by the Taiping rebels. The tower erected in its place was also burned. The place, however, is resorted to by the residents because of the view it commands over the triple cities and the Great River.

Pau-tung-sz is a splendid temple, situated on *Hung-shan*, a hill 3 m. from the E. Gate (Pin-yang-mên) of Wu-chang. Its seven-story pagoda is especially noted for its architecture.

Tung-hu, or the Eastern Lake, 3 m. W. of Wu-chang, is a resort well-known on account of its beautiful maples.

Theatres, Clubs, etc.: Chinese Theatres:—Hsienlo Iyuan, Manchun; Clubs:—Hankow Club, Hankow Golf Club, Customs Club, Russian Club, Circle Gaulois, Hankow Race Course Club, Chinese Race Club, with a good track. *English Newspapers:* Central China Daily News, Central China Post.



Pagoda of the Pau-tung-sz

Wuchang-Changsha Line

The Wuchang-Changsha Line (252 m.) between Wu-chang and Chu-chow, opened in 1918, constitutes the Northern Section of the projected Canton-Hankow Railway, which eventually will connect Canton, the administrative centre of South China, with Hankow, the commercial centre of Middle China. It will pass through three provinces, Kwangtung, Hunan, and Hupeh. It is estimated that its total length will be about 710 miles. On the Canton side the line between Canton and Shiu-chow (about 139 m.) is already in operation (see p. 409). When completed, this railway, in connection with the Peking-Hankow Line, will constitute the Great North and South Overland Route of China.

At Chu-chow, the present southern terminus, the Wuchang-Changsha Line connects with the Ping-siang Colliery Line (62 m.). On these lines two passenger trains are run daily between Wu-chang and Chang-sha, and one between Chuchow and Anyuan. Between Chang-sha and Chu-chow two trains are run daily from each end. *Fare*: from Wu-chang to Chang-sha, 1st cl. \$13.50, 2nd cl. \$9; from Chang-sha to An-yuan, 1st cl. \$2.99, 2nd cl. \$2.08. None of these trains is provided with sleeping or dining car service.

Tung-siang-men, 通湘門, the northern terminus of this line, is situated outside the S.E. Gate of Wu-chang city. *Nien-yü-tao* (3 m. from Tung-siang-men) is used principally by Hanyang residents, as it is more convenient to that city than Tung-siang-men.

Chih-fang (12.5 m.) is a hamlet with about 60 inhabitants. The fertile plain about it produces large rice and bean crops.

Han-ning (48.6 m. from Tung-siang-men). This town, encircled by a wall 20 feet high and containing 8,000 inhabitants, is the local market for the tea produced in its neighbourhood.

Tsen-ling-chi (129.6 m.) and *Yo-chow* (134.9 m.) see p. 204.

Chang-sha 長沙

(220 m. from Tung-siang-men, Wu-chang)

Arrival. There are two stations in Chang-sha, the N. or Hsin-ho, and the E., or simply Chang-sha. The latter, nearer the city, is the main station. *Rickshas* are available to any part of the city.

Hotels. The Tienlochü (on Yü-tang-chieh St., inside the wall), and the Ichihsiang (on Tung-hung-kia-ching St.) are foreign-style hotels under Chinese management. Rate, European plan, \$3-6.

Public and other buildings: Military Governor's Office, Civil Governor's Office, Department of Foreign Affairs, Post Office, Telegraph Office, Telephone Office, Bank of China, Bank of Communications. Consulates: American, British, and Japanese.

Chang-sha, the capital of the province of Hunan, situated on the right bank of the Siang-kiang, is one of the newest treaty ports, having been opened in 1904. The city, surrounded by a

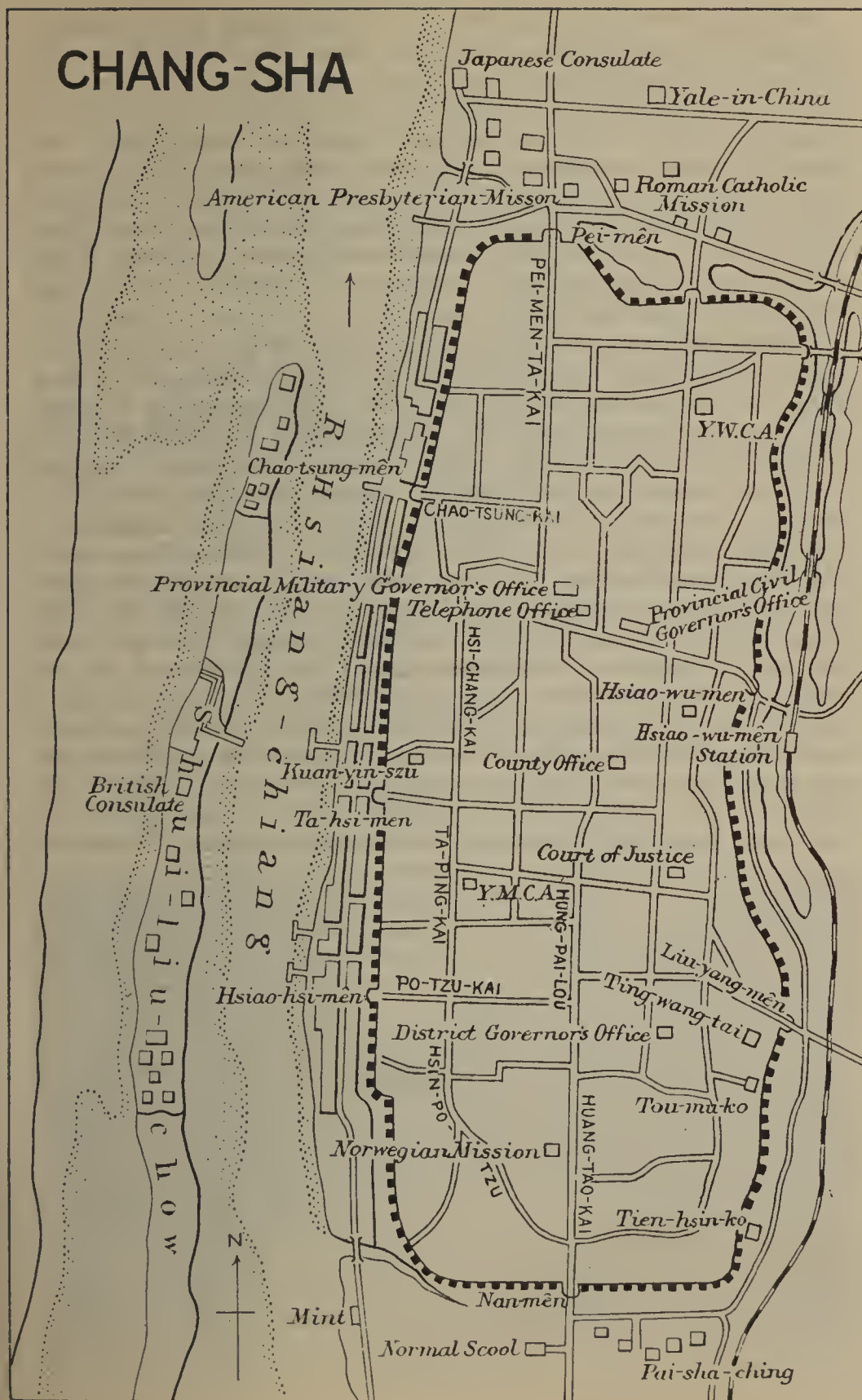
wall 12 m. long, has a population of 500,000. The streets are kept remarkably clean, a rare feature in a Chinese town. Chang-sha is famous for having withstood, alone of all the cities of South China, the siege by the Taiping rebels, and for having been the native place of *Tsêng Kuo-fan* and *Tso Tsung-tang*, two great men, who, with the help of *Li Hung-chang* and others, were chiefly instrumental in quelling that rebellion. Their shrines, built by Imperial order, are worth visiting. Chang-sha has an old, large temple, dedicated to *Chia Yi*, a famous scholar and statesman (2nd century before Christ), who was sent here by the Emperor Wên of the Han Dynasty as teacher to the King of Chang-sha, one of the Emperor's sons. Of late, Chang-sha has become very progressive. Many schools of modern type have been established. Americans have built here a well-equipped college, Yalu (Yale Mission), with an excellent teaching staff. The chief articles exported from Chang-sha are rice, tea, paper, tobacco, lacquer, hemp, cotton-cloth, paulownia-oil, earthenware, timber, coal, iron, and antimony. This trade for 1920 amounted to Hk. Tls. 32,973,000. (*Export*, Hk. Tls. 17,044,000. *Import*, Hk. Tls. 15,929,000). Among the *Places of Interest* may be mentioned Yo-lu-shan, a hill on which stand the two temples of Tau-lin and Yo-lu and the two arbours of Tau-hsiang-tai and Yü-peï-ting. The Siang-kiang river flows along the E. base of the hill.

Chu-chow 株州 (252 m. from Wu-chang, 32 m. from Chang-sha), the south terminus of the Wuchang-Changsha Line, situated on the Siang-kiang river, is the port of export for Ping-siang coal, which is carried either by railway or steamer to Chang-sha, Hankow, and elsewhere.

Pingsiang-Chuchow Railway. This is a colliery railway (75.6 m.) between the famous Ping-siang coal-mine in the province of Kiangsi and the town of Chu-chow on the Siangkiang river in Hunan Province. The line actually begins at An-yüan, which is a few miles W. of Ping-siang. This line (single track of standard gauge) was built for coal transportation. It is not well equipped for passenger traffic.

The three places of importance on the line are Li-ling, Ping-siang, and An-yüan. Between Chu-chow and Li-ling the landscape is flat and level, but it becomes hilly beyond Li-ling and in the province of Kiangsi. In November and December these hillsides are gay with the flowers of camellia-trees, from the seeds of which the Chinese make oil (or *Cha-yu*). *Li-ling* station (36 m. from Chuchow) is about 1 m. from the town of Li-ling, the seat of government of Li-ling-hsien. The latter is encircled by the Lu-ho river, which is crossed by a ferry. Li-ling and neighbourhood produce a kind of hemp-cloth for summer wear, black tea, fireworks, and porcelain ware. *Lau-kwan* is on the boundary of the provinces, Hunan and Kiangsi. *Hsia-shan-kow*, also

CHANG-SHA



called Siang-tung-si, is located on the Siang-tung river, which is navigable for small junks, and flows into the Lu-ho river. On the neighbouring hillsides are many orange and camellia-trees. *Ping-siang* (69 m. from Chuchow) the seat of government of Ping-siang-hsien. *Chief products*: camellia-oil, lard, brick, and porcelain ware. *An-yüan* (5 m. from Ping-siang) is the actual site of the Ping-siang Coal Mine. The European buildings on the hillsides, the tall chimneys of the mine, and the town lighted by electricity impart a foreign aspect to this part of Inland China. The colliery office and the workshop for repairing rolling-stock are the chief establishments.

Pingsiang 萍鄉 Colliery. The centre of the coal-fields now being worked is at An-yüan-shan, 5 m. from the town of Ping-siang. The Pingsiang Mine is one of the three large collieries of China, the others being the Kailan Mine in Chihli Province and the Poshan Mine in Shantung Province. The mine is operated under the control of the Pingsiang Mining Company, a branch of the Han-yeh-ping Iron & Coal Co., Ltd. The coal measures at An-yüan extend for 7 m., with a width of 3 miles. The vein of coal, however, extends for more than 60 m. towards the N.E., and it has been estimated that the mine will last for 500 years, calculating the annual output at one million tons. The coal obtained from the mine is bituminous, and glossy black; it is soft and is generally reduced to powder before it is carried out of the pit, but containing little sulphur it makes excellent coke. It is estimated that the output for 1920 amounted to 1,000,000 tons, of which nearly one-third was converted into coke. There have been dug two levels and two shafts, which are provided with the latest machinery and other up-to-date equipment. In making coke, both the European and Chinese kilns are used. There are 6 European kilns, each containing 254 chambers, capable of holding 4 tons of coal. The Chinese kilns are ovens of a rude kind, easily made, and are utilized as subsidiaries to the European kilns, their number (usually 30) being increased when there is a large demand.

The administration of the colliery is directly under a Chinese director and his subordinates; the technical business is placed in charge of foreign engineers, consisting of the Chief Engineer, and experts on metallurgy, machinery, civil engineering, electricity, etc. There are 5,000 miners employed directly in the mines, besides 4,000 workmen who are connected with the iron-works, machine-shops, etc. There is a hospital, under the direction of a foreign doctor, where the officers of the company as well as miners and their families are treated in case of accident or illness. The hospital also looks after the general sanitary condition of the mine. Drinking-water, obtained from wells, is good. The residences (foreign style) of foreign employees and Chinese officers are on a hillside. A school, established for training Chinese youths, is in charge of a foreign director and a staff of Chinese teachers.

Route VII. Tientsin to Pukow

The Tientsin-Pukow Line, a government railway, running N. and S. almost parallel to the Peking-Hankow Line, is 628.4 m. long. It traverses the provinces of Chihli, Shantung, Kiangsu, and Anhwei, and en route reaches many important towns: Tê-chow, Tsi-nan, Tai-an, Yen-chow, Hsü-chow, etc. At Pukow, a port on the Yangtze, opposite Nanking, it connects with the Nanking-Shanghai Line by means of a ferry service across the river. At Hsü-chow the line connects with the Lunghai and Pien-lo Railway (see Route VIII), which intersects the Peking-Hankow Line at Tcheng-tcheou. At Tientsin it is joined by the Peking-Mukden Line; at Tsi-nan-fu by the Shangtung Ry. from Tsingtau; and at Yen-chow-fu and Lin-chêng it has branch lines to Tsi-ning (20 m.) and to Tsao-Chuang (19 m.), respectively.

Train Service. On the Tientsin-Pukow Line the following trains are operated: (1) *Express Trains* (1st, 2nd, and 3rd cl. with dining and sleeping cars) daily between Peking and Pukow *via* Tientsin, covering the whole distance, 715 m., in about $28\frac{1}{4}$ hrs.; fare, including express and sleeping berth charges, 1st cl., \$50.05, 2nd cl., \$36.40. These trains connect with similarly equipped express trains on the Peking-Mukden Line and on the Nanking-Shanghai Line. (2) *Mail Trains* between Tientsin and Pukow (3 classes of cars and dining car) once daily from each terminal (covering the distance in 30-31 hrs.); fare, 1st cl. \$38.35, 2nd cl. \$25.50. (3) *Local Trains*,—once daily from each terminal on the sections, Tientsin-Tsinanfu, Tsinanfu-Hsüchow, and Hsüchow-Pukow.



A View of Mt. Tai-shan—p. 134

History. The project of building a railway between Tientsin and Chin-kiang on the Yangtze was first taken up actively by a Chinese named *Yung Wing*, who obtained the necessary license from the government in 1897 and tried to secure American capital with which to build the line. But the breaking out of the war with Spain and the consequent tightness of the American money market prevented the plan from being carried into execution. The line was then put on the list of government railways, and Great Britain and Germany entered into an agreement and secured from the Chinese Government the right to finance the building of the line on the understanding that Germany was to build the N. section (389.72 m.), between Tientsin and Han-chuang on the southern boundary of Shantung Province, and Great Britain the S. section (238.66 m.), from Han-chuang to the Yangtze. Pukow, opposite Nanking, was chosen as the southern terminal. The work of construction was again delayed owing to the breaking out of the Boxer Rebellion (1900). The actual construction was begun on the N. section in June, 1908, and on the S. section in January, 1909, the whole line with its branches (Yenchow-Tsinging Line and Linchêng-Tsaochuang Line) being opened to traffic on December 1st, 1912.

The Tientsin-Pukow Line traverses one of the most interesting regions of China. From it is reached Tai-shan, one of the Five Classical Mountains of China, rich in historical associations, and *Chii-fou* which contains the tomb of Confucius. The line crosses the present and the old course of the Huang-ho, passing through the central "Yellow-earth" Region, famous throughout history for the fertility of its soil—a region which now supports a very dense population.

Tientsin to Tê-chow. As the train leaves Tientsin East Station it skirts the city on its E. boundary, and along the way will be noted a number of earth-mounds, evidently tombs, and on the right the Industrial Museum (Chüan-yeh Kung-so) and the Botanical Garden (Chung-chih-yüan); to the left is the Hopei Public Garden with its splendid buildings.

Tientsin Central Station, situated on the W. side of the line, is soon reached. There are three platforms, the E. one for trains on the Tientsin-Shanhaikuan section, the central for through trains between Peking and Mukden, and the W. for trains on the Tientsin-Pukow Line. Near the station are the head offices of the Peking-Mukden and the Tientsin-Pukow Lines.

A broad street leads from the station to the native quarters of the city of Tientsin. On this run, and for some miles farther, the tracks of the Peking-Mukden Line are used, but at a point about 3 m. N. of the Central Station after making a sharp bend to the S.W. the Tientsin-Pukow Line uses its own tracks. The next station reached is *Tientsin West*, near the W. suburb of the city, between the Hsi-ho and the Grand Canal, not far from where these streams meet the Pei-ho. From here on the train runs over a low plain between the Hsi-ho and the Grand Canal, both rendered picturesque by the slow-moving square sails of numerous junks. After crossing the canal a seemingly endless expanse of low lands is entered on which, as on the banks of the canal, grow willows, poplars, and acacia-trees. The train stops at and passes several flourishing villages and towns: Tsing-hai-hsien,

Tang-kuan-tsun, Tsang-chow, Po-tou-chên, Tung-kuang-hsien, Lien-chên, An-ling-chên, and Sang-yüan. Of these *Tsang-chow*, a thriving town on the Grand Canal, is the most important. Po-tou-chên produces water-melons, apples, and peaches of excellent quality. At Tungkuantsun station roast chickens are sold and passengers are usually ready purchasers.

Tê-chow 德州 (145.4 m. from Tientsin), a city of Shantung Province, situated near the Pechili boundary, is a large market on the Grand Canal, lying nearly midway between Tsinan-fu and Tientsin. For centuries this has been an important place of shipment for the products of Shantung, which are transported to Tientsin, and of goods from Tientsin for distribution in Shantung. But its monopoly of this business has been broken since the opening of the railway and the town shows signs of this competition. At Tê-chow is a large government plant, where firearms and railway rolling stock are manufactured.

Tê-chow to Tsinan-fu. At Tê-chow the line makes a sharp bend towards the S.E. and leaves the course of the Grand Canal. Thence it runs through an extensive agricultural region which produces kaoliang, peanuts, wheat, and hemp. After passing Ping-yüan-hsien and Yü-chêng-hsien, on the right is Mt. Chiao-shan, and soon the *Huang-ho* is crossed by a steel bridge (4,116 ft. or 1,255 metres long, completed in November 1912, at a cost of 12,000,000 marks). This was the most difficult piece of engineering on the whole line. The bridge has footways on each side of the railway tracks. A little above the bridge, on the S. bank of the river, is the town of *Lo-kow*, which together with the white sails of junks plying to and fro make this first view of the great river quite picturesque. Later on there are other views of the always muddy and oftentimes troublesome *Huang-ho*, and of its old course. Leaving Lokow station, at the far end of the bridge, in about 10 minutes Tsinanfu station is reached.

Tsinan-fu 濟南府 (217.8 m. from Tientsin). The Tsinanfu station of the Tientsin-Pukow Line and the Tsinanfu station of the Shantung Railway (about $\frac{1}{3}$ m. apart) are just north of *Shang-pu*, a new trading quarter which has grown up since the opening of the place to foreign trade. From these stations to any place in Shang-pu it is about a 10 minutes' ride by ricksha. For particulars concerning Tsinan-fu see p. 153.

Tsinan-fu to Lin-chêng. This section includes *Tai-shan* and *Chü-fou*, and to those familiar with the history and the classical literature of China it is of great interest. On leaving Tsinan-fu a mountainous district is entered and the way leads now through a deep valley and now along a hillside, and extensive cultivated plains are traversed. The scenery is varied—a great relief from the monotony of the northern sections.

Tai-an-fu 泰安府 (262.8 m. from Tientsin), reached in 2½ hrs. from Tsinan-fu, is famous on account of *Mt. Tai-shan*, where the Emperor Shun offered sacrifice to Heaven (in the 23rd century before Christ), and on account of *Tai-miao*, a temple at the foot of the mountain dedicated to the god of Mt. Tai-shan. Tai-an-fu itself is an ordinary interior town with narrow, filthy streets, but it dates back to the time of Emperor Shun.

Visit to Mt. Tai-shan and Tai-miao Temple

An old Chinese proverb says: "Nothing is bigger than Tai-shan, no history is older than Tai-shan."

Travellers intending to visit Tai-shan and Tai-miao must spend a night at Tai-an-fu, whether they come by an express or ordinary train from Tientsin or by a local train from Tsinan-fu, there being no trains which reach Tai-an-fu in the morning. The Tai-an Railway Hotel (American plan, \$6 single, \$10 double), at Tai-an-fu, provides comfortable quarters for visitors to Tai-shan, who heretofore were compelled to sleep either in the station waiting-room or in an unclean native inn.

Mt. Tai-shan 泰山 is 6,000 ft. above sea-level. From the city of Tai-an to the summit is a distance of 15 m.—palanquins available, \$3—the ascent (in 6 hrs.) and return to the city (3 hrs.) being easily made in a day. Leaving the N. Gate of the city in the early morning and taking a path northward, it is not far to *Tai-tsung-fang*, the first arched gateway, near which is a temple called *Yü-huang-ko* containing a Taoist mummy. Passing through it another gate, *I-tien-mên* or the "First Heaven Gate" is reached in 6 or 7 min. Here will be noted an inscription on a stone tablet to the effect that this was the path chosen by Confucius when he climbed the mountain. Next is the *Fei-yün-ko* or the "Flying Clouds Hall," then *Wan-hsien-lou*, or the "Ten Thousand Genii Hall," the latter being the hall where the Emperor Kao-tsung received the homage of his court on the occasion of his visit to the mountain. Now a difficult ascent leads through scenery of great beauty till *Tou-mu-kung* temple is reached. Here, high upon a rock, are inscribed the four characters, *Chien-ju-chia-ching*, meaning "You are about to enjoy a magnificent scene"—which is no exaggeration, for on the ascent is beheld deep valleys and high mountains, streams below and waterfalls above, huge rocks and tall evergreen pines—an entirely new world from the one on the plains below.

In one of the valleys is a huge, smooth rock on which are engraved Buddhist sutras. Originally there were more than 900 Chinese characters (each 1 sq. ft. in size), 200 of which are still legible. This valley, named "Stone Sutra Valley," has a waterfall called *Shui-lien-tung* or the "Water-blind Grotto"—after passing it and turning N. a valley is crossed by a bridge, and



Approach to the Seng-hsien-fang Gate, Tai-shan

after many meanderings the source of the stream is reached. Near the bridge above mentioned and on the face of a high precipitous rock is the inscription *Hsieh-ma-ai*, or the "Horse Stopping Place," marking the spot where the Emperor Kao-tsung dismounted from his horse and rested. N. of the rock and by the side of the road are four old pagoda-trees, dating back to the Tang Period, and beside them is a tea-house where a weary climber may refresh himself with a cup of tea. The next stopping place is *Hu-tien-ko* ("Heavenly Jug Hall"). The inscription on a board, the name of the hall, is attributed to the brush of a famous warrior and statesman, Tsêng Kuo-fan, who was mainly instrumental in crushing the Taiping Rebellion. Next in succession *Yüan-chün-tien* and *Yü-huang-tien* (both temples) are passed to *Hui-ma-ling*, or the "Horse-turning-back Peak," whence to the N. stands *Yo-wang-miao* (a temple). From here is the steepest part of the ascent. The path to the N. leads to *Chung-tien-mên*, or the "Middle-heaven Gate," to the right of which is *Fu-hu-tien*, or the "Tiger-lying Hall," where tea is served. The hall and its whole surroundings produce a most vivid, out-of-the-world impression. Leaving this spot the path suddenly makes a steep descent into the valley to a bridge, *Yün-pu-chiao*, or the "Cloudstepping Bridge." The valley is exceedingly picturesque with its

precipitous rocks, turbulent streams, and beautiful waterfalls, and heavenward is the high peak of *Lien-hua-fêng*, or the "Lotus-flower Peak." Not far from the bridge is a group of three ancient pines, marking the spot where the First Emperor of the Chin Dynasty (3rd century before Christ) found shelter from the rain during his visit to this sacred mountain—this incident caused him to confer an official rank, *Wu-tai-fu*, on the trees. Near the spot is an arbour, *Wu-sung-ting*, where most visitors rest. Here begins the very steepest part of the ascent, on which is passed in succession *Lung-mên-fang* (a gateway), *Shou-hsing-ting* (an arbour), *Shêng-hsien-fang* (a gateway), and at length visitors are obliged to rely upon the help of iron chains for the ascent until *Nan-tien-mên* or the "South Heaven Gate" is reached. From here to the summit it is about half a mile, and on the way is passed *Pi-hsia-kung* (a temple). On the summit is *Yü-huang-miao*, a large Taoist temple, near which stands a stone slab, with the inscription "This marks the spot where Confucius stood and felt the smallness of the world below"—referring to his remark regarding the impression made on him when he reached the summit. This indeed is the feeling of all who scale the height as the wide expanse is unfolded to view—to the E. the Sea of *Po-hai*, to the W. the *Huang-ho*, to the S. *Hung-tsê-hu Lake*, and to the N. the ancient seat of the kingdoms of *Yen* and *Liao*, while the summit is walled in from the world beneath by the surrounding peaks. A sense of the vastness of Nature and the insignificance of man is in the minds of all who stand in the midst of these surroundings. Descending to the foot of the mountain by the same path used on the ascent, a visit should be made to

Tai-miao 泰廟, at the N.W. corner of the walled town, a temple dedicated to the god of Mt. Tai-shan. There are three gates, of which the middle or main gate is closed to the public, so entrance is made by one of the two side gates to a large courtyard. Here on the right are two cypress-trees (the *Han-po*) dating back to the Han Period, and near them stands a stone slab on which is inscribed a poem on the *Han-po* by the Emperor Kao-tsung of the Manchu Dynasty. On the left is a tree—*Tang-huai* (*sophora Japonica*), dating back to the Tang Period. Passing another gate one faces the Main Temple. This is a large hall, on marble foundations, 150 ft. wide, 60 ft. deep; the roof, which is covered with yellow tiles, is supported by square stone pillars. The beams and other wooden parts are richly decorated. In the hall is a high stand on which is a statue of the Emperor Sun* in a sitting posture. The four walls are adorned with paintings portraying the visit to the temple of the Emperor Kao-tsung of the Manchu Dynasty.

* The Emperor Shun was born in humble station in life, but was distinguished for his great filial piety exhibited towards his stupid father and wicked

step-mother, and for his gentleness towards his arrogant half-brother. By his patience and wisdom he was able to keep peace in his father's household. The rumour of his exceptional conduct reached the ears of the Emperor Yao, who gave Shun his two daughters in marriage and appointed him heir to the throne, in place of his own son who was considered unequal to the high post. For the same reason Shun passed over his own son and appointed as his successor Yu, a minister who had won the gratitude of his countrymen by saving the land from the ravages of a great deluge. The virtues and wisdom of Yao, Shun, and Yu are celebrated in the Book of History, or *Shu-king*, and these men have ever since been regarded as the highest models of kingship.



"South Heaven Gate," Tai-shan

Chü-fou 曲阜 (305 m. from Tientsin) is the town located near the tomb of Confucius, which is the Jerusalem and the Mecca of Confucianism. In the railway station is the Chüfou Railway Hotel—single rooms, with meals, \$6 a day; double, \$10. Upon application the hotel manager will secure carts for visiting the Tomb and Temple of Confucius. A cart accommodates 2 persons—\$3 a day.

The town of *Chü-fou*, otherwise known as *Lo-chêng*, is surrounded by walls having a circuit of 4 miles. It is an old-fashioned country town, with little trade. One-third of the town's area is taken up by the temple of Confucius and the residences of his lineal descendants. Perhaps the only shops which attract the notice of visitors are those selling reprints of the inscriptions on the stone tablets.

The Tomb of Confucius or *Chih-shêng-lin* 至聖林 otherwise called *Kung-lin*, the family cemetery of Confucius and his descendants, is situated outside the walls of the town, about 1 m. from the N. Gate. The road between the cemetery and the town is lined by tall cypress-trees, some of them evidently very old

Shortly before reaching the outer enclosure of the cemetery there is passed a stone gateway (built in 1732), bearing an inscription of four characters meaning "Spring Everlasting." N. of this stone entrance is another gateway, made of wood, bearing the inscription *Chih-shêng-lin*, signifying the "Most Holy Forest." Here is stationed the guardian of the cemetery. The general public are not permitted to go farther, except those visitors who have letters of introduction from the local prefect or from persons of distinction. Admittance may, however, be obtained by tipping the guardian. From here a fenced path leads to the front gateway, two-storied, and built of stone, also bearing the inscription, the "Most Holy Forest," so named from the presence of tall, ancient trees within the outer enclosure. This outer wall is 10 ft. high, 5 ft. thick. After passing the gateway there will be noted another stone gate, in front of which on each side are stone slabs bearing inscriptions instructing all visitors to dismount from their horses. Crossing a bridge spanning a small river (the *Chu-shui*), the tomb, at some distance, comes into view, the edifice being surrounded by a plastered wall of red colour. The tomb is entered by the *Hêng-tien-mên* gate, also known as *Chê-mu-mên*, and in the inside court are two stone gates, two pairs of stone tigers, stone *lins* (a fabulous sacred animal), and stone guards (*Wêng-chung*). *Chin-tien* (or *Hêng-tien*), the "Hall of Offerings," is at the far end of the court. Behind *Chin-tien* is another court, in which is the old trunk of a tree planted by *Tzu-kung*, a devoted disciple of Confucius. N. of this tree trunk is an arbour, containing a stone marking the spot where the Emperor Shêng-tsu of the Manchu Dynasty alighted from his palanquin. The Tomb, in the shape of a mound, is overgrown with shrubs and moss, and in front stands a stone tablet bearing the inscription 大成至聖文宣王墓 (*Ta-chêng Chih-shêng Wên-hsüan-wang-mu*), or the "Tomb of the all-accomplished and most saintly Prince Wên-hsüan," this being the posthumous title of honour conferred on the Great Sage. At the E. side of the Tomb is buried Confucius' only son, *Po-yü*, posthumously honoured as the Marquis *Ssu-shui-hou*, and to the S. there is another mound where rest the remains of *Tzu-szu*, son of *Po-yü* and the author of the *Doctrine of the Mean*. These three are inside the inner enclosure, the tombs of all the later descendants being outside, but within the outer walls. Note to the W. of the Tomb a house containing a stone tablet, marking the spot where *Tan-mu Tzu-kung* built a hut in which he lived for six years, mourning the death of his beloved master, and is thus distinguished from the other disciples who mourned for three years only—and then dispersed.

• *Confucius* (*Kung-tzu*) 孔子, named *Chiu* and surnamed *Chung-ni*, was born in 551 B.C., in the 21st year of the Emperor Ling of the Chou Dynasty, and died in the 41st year of the Emperor Ching-wang (479 B.C.) at the age of 73. At the early

age of 22 Confucius commenced teaching, gathering disciples around him, while at the same time he carried on his researches and inquiries regarding the principles and method of government of the early sage-emperors of China. At the age of 55 he first took office under Prince Ting of *Lu*, being appointed chief magistrate of the city of *Chung-tu*, and in less than a year he succeeded in setting up a model administration. He was next appointed Minister of Crime—and “there was an end of crime.” Finally, as the Acting Minister of State, he so transformed the administration that peace and confidence were restored to the State of *Lu*. But the new Prince of Lu abandoned himself to pleasure and neglected the advice of his wise minister, whereupon Confucius resigned his office and for the next 13 years journeyed from one principality to another in the vain hope of finding some prince who would follow his advice and inaugurate reforms in administration. He taught righteousness as the fundamental principle of human life, a principle which would bear fruit in right conduct, in domestic harmony, and in national tranquillity. He had great confidence in his teaching, for he once said, “If any ruler would submit to me as his director for twelve months, I would accomplish much; and in three years I would attain the realization of my hopes.” The last three years of his life, spent in his native place, Chü-fou, where a large number of his descendants still live, were devoted to literary labours. The results are shown in his famous books: the *Shun-king*, or Book of History, the *Shih-king*, or Book of Poetry, the *Yi-king*, or Book of Changes, the *Li-king*, or Book of Rites, the *Chun-chiu*, or Spring and Autumn Annals. Confucius gathered round him three thousand disciples, seventy-two of whom became proficient in the six departments of learning. From these the Great Sage selected 10 as his disciples par excellence: *for attainment in virtue*, Yen Tzu-Yüan or Yen Hui, Ming Tzu-chien, Jan Po-niu, and Jan Chung-kung; *for attainment in politics*, Jan Tzu-yu and Chung Tzu-lu; *for eloquence*, Tsai Tzu-wo and Tan-mu Tzu-kung; *for literature*, Yu Tzu-yu and Pu Tzu-hsia. These names have been handed down as the “Ten Master-disciples of Confucius.” It was chiefly through the efforts of these disciples that the teachings of Confucius became so universally known, and later constituted the foundation of the political and ethical life of China. The *Lun-yü*, or Analects, (“Discourses and Dialogues”) is a famous book containing a record of the methods and utterances of Confucius.

Chih-shêng-miao 至聖廟 (also called *Kung-tzu-miao* or *Wên-miao*), the principal temple dedicated to Confucius, stands on the site of the old home of Confucius, in the W. section of the town of Chü-fou.

The original temple, built in 478 B.C. (*i.e.* the 17th year of Prince Ai of *Lu*), was small, consisting of but three rooms. The temple on the large scale seen to-day dates back to A.D. 739, in which year the Emperor Hsüan-tsung

conferred on Confucius the posthumous honorary title of Wên-hsüan-wang, or the "Prince of Literary Enlightenment," and a new temple on a larger scale was built in place of the old one. Under succeeding dynasties, the Sung, Kin, Yüan, and Ming, the temple was repeatedly renovated, repairs being effected twice in the Ching (or Manchu) Period, the last thorough renovation being made in 1723.

Chih-shêng-miao temple is surrounded by a brick wall, $\frac{1}{3}$ m. in circuit. Passing the front gateway into the temple yard, overgrown by ancient cypresses dating back to the Han Period, and crossing a small stream by one of the three bridges, several gateways: the Hung-tao-mên, Ta-chung-mên, and Tung-wên-mên are passed to the "Hall of Ceremonial Practice," known as *Kuei-wên-ko*, or *Hsi-i-tien*, which is 74 ft. high, 90 ft. wide, and 55 ft. deep. Here the priests train themselves in the difficult forms of ceremony observed in the spring and autumn festivals. Near the hall are numerous stone tablets erected by the Emperors of different dynasties. N. of the hall are two gateways, either of which leads to the Main Hall of the temple. Inside these gates is a court, in which is a *kuei* (pagoda-tree) planted by Confucius. The tree is said to have repeatedly taken a new lease of life by a sprout from its root, the present one dating back to 1732. N. of the tree is a hall, *Hsing-tun*, marking the spot where, under a large plum (*hsing*)-tree, Confucius usually sat and taught his disciples. In the hall are displayed different kinds of musical instruments. N. of the hall is *Ta-chêng-tien*, or the Main Hall: 78 ft. high, 135 ft. wide, and 84 ft. deep, its roof being supported by 9 large stone pillars, ornamented with the carved figures of



Ta-chêng-tien, the Main Hall of the Confucian Temple

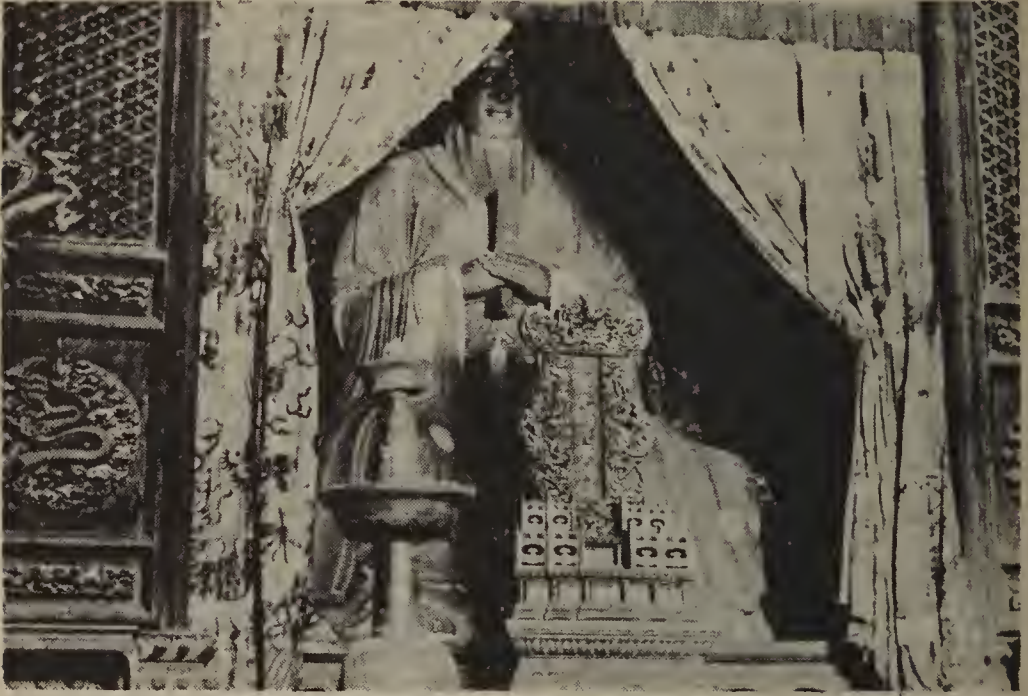
dragons. In the centre of the hall is a statue (10 ft. high) of Confucius and a spirit-tablet of the Sage, set upon a high, ornamented stand, over which is hung horizontally another tablet inscribed with the four characters *Wan-shih Shih-piao* 萬世師表 or the "Master-Exemplar for All Ages." In front of this inscription there hangs a bunch of purple-coloured stones, known popularly as *Pi-chên-chu*, or the "Dust-repelling Stones." On each side of the statue are statues of the "Four Secondary Sages" and of the "Twelve Disciples," i.e., 11 eminent disciples of Confucius, and *Chu-Hsi*, the great commentator of the classics in the Sung Period. E. of the Main Hall are two minor halls—*Chung-shêng-tzu* and *Shih-li-tang*, and S. of them is an old well, 15 ft. deep, supplying excellent water, which has existed since the time of the Sage. Alongside the well is a tablet on which is inscribed a verse by the Emperor Kao-tsung. N. of the Main Hall is *Shêng-chin-tien*, in which is enshrined the spirit-tablet of the wife of Confucius. Close by are tablets depicting events in Confucius' travels, including a carved stone portrait of Confucius, by Tao-tzu of the Tang Period, and beyond them, the narrow gateway leads to the low building where stood the old home of the Sage, 2,474 years ago.

Yen-shêng-kung-fu 衍聖公府, close to the Temple, is the residence of Duke *Kung Te-cheng*, a three-year old infant, the head of the Kung Family, 74th in succession from Confucius. Inside the main gateway are the offices of the priests of the temple, where are stored copper wares, ceremonial caps, dresses, etc., dating back to the Chou Period. Visitors desirous of paying respect to the infant Duke or his guardian uncle, Kung Ling-yu, should bring a letter of introduction either from the prefectural governor or some well-known Chinese official.

Yen-tzu-miao 顏子廟 or *Fu-shêng-miao*, is a temple dedicated to *Yen Hui* (or Yen Yzu-Yüan), a favourite disciple of Confucius, who is believed to have attained so high a degree of wisdom and virtue that he was regarded as second to the Great Sage. The temple, standing only a short distance N.E. of the temple to Confucius, is similar in its plan, though smaller in scale. Entering the front gate the site of Yen Hui's house and well will be noted. Within the inner enclosures are *Shih-nan* trees (a species of rhododendron), said to have been planted by Yen Hui himself, and a beautiful arbour, *Lo-ting*, marking the spot where Yen Hui often stood and played on a harp. The Main Hall, N. of *Lo-ting*, contains the statue of Yen Hui in the centre and in the galleries on each side the statues of Yen Hsin (Yen Hui's son) and eight others.

Yen Hui 顏回 or Yen Tzu-yüan was the most trusted and beloved of all the disciples. He was wise, patient, and saintly, taking so much pleasure in the Master's teaching that he laid aside all earthly ambitions. His mind and heart were evidently cast in a superior mould. Confucius once said to him, "You are poor, your life is mean, why not enter an official career?" Yen Hui answered,

"I own 50 *mu* of land, which is enough to supply myself and family with rice gruel, and another 10 *mu*, which supplies enough hemp and silk for our clothing; I amuse myself by playing on the harp, and my heart's desire is satisfied as I learn daily from the Master's teachings; why should I think of an official career? Poor, yet I am rich; mean, yet honourable; without ambition, yet self-respecting, and I live in daily intercourse with men of culture, away from the perils of the world." He died at the age of thirty-two, and Confucius was so moved with grief that he exclaimed, "Heaven kills me!"



Holy Image of Confucius

Yen-chow-fu 兗州府 (315.3 m. from Tientsin) is an ancient town dating back to the Chou Period, when it belonged to the principality of *Lu*. The place, a dull country town, known chiefly for its excellent walnuts, has commenced to grow since the opening of a branch line (20 m.) from there to *Tsi-ning-chow* (pop. 44,200), an important port on the Grand Canal. A brisk traffic is growing in merchandise collected at *Tsi-ning-chow* and brought to Yen-chow-fu, and in the exportation of the products of the surrounding region to *Tsi-ning-chow*, thence to be widely distributed by waterways. There are several local government offices in Yen-chow.

Lin-chêng 臨城 (374.3 m. from Tientsin) derives some importance through a short branch railway (about 19 m.) which connects it with the colliery town of *I-hsien*. The coal is brought to Lin-chêng, for distribution to towns along the Tientsin-Pukow Line.

Lin-chêng to Hsü-chow-fu. On leaving Lin-chêng the route is among undulating hills in the wide plains, and soon after passing *Han-chuang* the high embankment which protects the Grand Canal on its N. side is reached. Here again the Canal

is met which was last seen on leaving Tê-chow. After crossing the Canal, which here flows S.E., there are some interesting views, many flourishing villages along the embankments, and innumerable junks plying to and fro, white-sailed and heavily laden with merchandise. Here the train passes from Shantung into the province of *Kiangsu*, and on the right and left are wide, fertile, cultivated plains, relieved here and there by groups of trees. Passing *Li-kuo-yi* (395.1 m. from Tientsin) the undulating hills present scenery of great beauty. The next place is *Liu-chüan* (404.1 m. from Tientsin) $\frac{1}{2}$ m. from the country town of the same name. The next stop is at *Mao-tsun* (409.9 m. from Tientsin), which is in the middle of an extensive agricultural region. From here, after a short run, the old course of the *Huang-ho* (on its practically dry bed) is crossed, and *Hsü-chow* is reached.

Hsü-chow 徐州 (417.4 m. from Tientsin) is a very old thriving city situated in the narrow strip of Kiangsu Province crossed by the railway before entering Anhwei. Connected by highways with East Honan, South Shantung, and North Anhwei, and being the junction station of the Lunghai and Pienlo Ry., it has become a large commercial market for the merchandise of this region. In recent years the city has been of considerable political importance, especially when it was the headquarters of General Chang Hsün, one of the leading militarists of China, who led in the abortive attempt to restore the power of the Manchus in 1917.

It is interesting to note that Hsüchow marks the point between German and British construction of the Tientsin-Pukow Line. The most noticeable difference is in the architecture of the stations, which is much simpler on the British-built portion of the railway.

Hsü-chow to Pêng-pu. Leaving Hsü-chow, the first station reached is *Tsao-tsun* (436.4 m. from Tientsin), then *Chia-kou*, (444.9 m.) in Anhwei Province, and next *Fu-li-chi* (455.1 m.), which is rich in agricultural products, being particularly famous for its excellent water-melons. Travellers passing through the place in late July greatly relish these melons. From Fu-li-chi a wide, level, cultivated plain, with scarcely a hill in view, is traversed; kaoliang, hemp, cotton, millet, peanuts, and wheat are grown on the plain. The next place is *Nan-hsü-chow* (464.1 m. from Tientsin), a large walled town, then *Ku-chên* (493.1 m.), alongside a canal with a prosperous junk traffic, and, after passing the two unimportant stations of *Hsin-chiao* (502.1 m.) and *Tsao-lao-chi* (510.9 m.), the *Hwai-ho* river is reached, which, in its comparatively short course is fed by numerous affluents from the N.W. As the river is being crossed on the steel bridge, numbers of square-rigged, laden junks plying in trade will be noted in the stream, also straw-thatched houses on the sand banks along the river.

Pêng-pu 蚌埠 (519.9 m. from Tientsin), a town near the Hwai-ho, is now one of the most important stations in Anhwei. Originally a mere farming village, the place, when its facilities of water communication were made important through the railway, quickly became a busy trading town and a market for the agricultural products (beans, wheat, kaoliang, etc.) of Honan and Anhwei. *Lín-hwai-kwan* (534.9 m.), the well-known old customs station on the Hwai-ho, is a few miles below Pêng-pu. A revenue office is located there.

Pêng-pu to Pu-kow. Leaving Pêng-pu the way is through extensive level plains; the soil is less fertile than in regions already passed, and the agricultural products are not large. At *Ming-kuang* (557.6 m.), a somewhat hilly region is entered; at several places deep cuttings are passed to *Chang-pa-ling* (583.1 m.), from which place on there is a wider outlook on the surrounding country. The agricultural products of the region consist of sesame, Indian corn, peanuts, hemp, etc. Passing *Sha-ho-chi*, the next stop is at *Chu-chow* (597.6 m.). This flourishing city of over 20,000 inhabitants is situated at the eastern foot of a mountain, facing wide, cultivated plains near the frontier of *Kiangsu*. Leaving Chu-chow and passing *Wu-i* (608.1 m.) there comes into view a small pagoda on a hill-top in *Pu-chên* (625.9 m.), near the end of the route. From Pu-chên, the traveller obtains not only a view of Pu-kow, but also of *Hsia-kwan*, *Mt. Sz-tsz-shan*, and *Tsung-shan*, a hill E. of Nanking. For a short distance from Pu-chên to Pu-kow the line runs over lands between marshes and lakes, where in summer the lotus flowers present a most beautiful sight.

Pu-kow 浦口 (628.4 m. from Tientsin). Pukow station, a two-story brick building, faces the great *Yangtze* on the S.; on its W. side is a canal where hundreds of junks are usually moored. An excellent ferry service, operated by the Tientsin-Pukow Line, makes some twenty-four round trips daily between Pukow and Hsia-kwan, the port of Nanking—5 min. for each trip.

All first class passengers on the Tientsin-Pukow Line are carried free on ferry steamers across the river to Hsia-kwan. Passengers by the daily express who desire to make immediate connection with the express from Nanking to Shanghai are landed at *Nanking Ferry* or *Kiangpien station* (or the station on the Pier), somewhat lower down the river from Hsia-kwan, where the Express Trains start. All other passengers are landed at the Hsiakwan Hulk above. To reach the railway station in Hsia-kwan, either for Nanking City or Shanghai, these passengers must hire either a ricksha or a carriage from the hulk. See p. 234.

(Lunghai and Pienlo Line)

The Lunghai and Pienlo Line is a government railway which constitutes the important part of a future east and west trunk line through Middle China. The line starts at Hsüchow (p. 143) on the Tientsin-Pukow Line, and ends at Kuan-yin-tang, passing through the northern part of Honan along the course of the Huang-ho river, and then connects at Tcheng-tcheou (p. 104) with the Peking-Hankow Line. The line is divided into 3 sections : Hsüchow to Kai-fêng (171.7 m.), called Lunghai East ; Kai-fêng to Lo-yang (114.7 m.), called Pienlo ; and Lo-yang to Kuan-yin-tang (57 m.), Lunghai West—a total distance of 343 miles. The business management of this line is now controlled principally by Frenchmen.

It is planned to extend this line east to Haimen, at the mouth of the Yangtze, and west to Lanchow, the capital of Kansu Province, reaching Sian, the historic capital of Shensi, en route. When completed, the whole line (about 1,350 m. long) will be known as the Hai-Lan Railway.

Train Service. At present the following trains are run on this line : between Hsü-chow and Tcheng-tcheou (fare : 1st cl., \$12.60 ; 2nd cl., \$8.40), and between Kai-fêng and Lo-yang (fare : 1st cl., \$6.60 ; 2nd cl., \$4.40), once daily, and twice daily between Lo-yang and Kuan-yin-tang (fare : 1st cl., \$3.30 ; 2nd cl., \$2.20). No train makes the through run in a day, therefore travellers, intending to go beyond Lo-yang must stop overnight at Lo-yang, or at Tcheng-tcheou.

Hsü-chow 徐州 (Tientsin-Pukow Line Station) as stated, is the starting point of the Lunghai and Pienlo Line. Its own station, called Tung-shan-hsien, is north of the walled town, 1.8 m. distant.

Leaving Hsü-chow, the line runs westward along the south side of the old Huang-ho riverbed, passing through Hotsai (12.6 m. from Hsü-chow), Huang-kou (30.4 m.), and other places, to Tang-shan (51.4 m.), the principal town in north Kiangsu.

Shang-kiu-hsien 商邱縣 (90.5 m.) is the first important town reached after entering Honan Province. It is situated in a wide plain noted for its variety of agricultural products. The next station is Shiao-pa (101.7 m.) which once was an important port on the old Huang-ho, before the river was diverted. Its former course is now the centre of a fertile plain. The line bends N.W. at Li-pa-tsi (122.7 m.), turns again to the west at Lo-wang (152 m.), after leaving Lang-fêng (145 m.), and then reaches Kai-fêng.

Kai-fêng 開封

(171.7 m. from Hsü-chow, 40.3 m. from Tcheng-tcheou)

Arrival. The railway station ($\frac{2}{3}$ m. from the South Gate of Kai-fêng) is reached in $2\frac{1}{2}$ hrs. from Tcheng-tcheou (fare: 1st cl., \$2.40; 2nd cl., \$1.60), and in $8\frac{1}{4}$ hrs. from Hsüchow on the Tientsin-Pukow Line (fare: 1st cl., \$10.20; 2nd cl., \$6.80). From the station to the city, rickshas are available over a good road.

Kai-fêng, population 223,000, which includes about 24,000 Mohammedans and 40 foreign missionaries, is now the capital of Honan Province. It was the capital successively, during the Wei Dynasty (A.D. 221-265), of the so-called Five Dynasties (907-960), and of the Sung Dynasty (960-1278). Under the Chin, or Kin Dynasty, the city was known as Pien-ching, its present name dating from the time of the Ming Dynasty. For centuries its central location in the empire made it the battle ground for warring factions. Until within the last fifteen years the city was notoriously anti-foreign. It is yet exceedingly conservative and unprogressive, except its streets, which are kept in good condition. Located only six miles south of the Yellow River (or Huang-ho) the city is in constant danger from floods, against which it is protected by strong embankments. These, however, are not always successful in holding back the waters of the great river which has come to be known as "China's Sorrow." The city contains the usual government offices of a provincial capital, post and telegraph offices, various schools, banks, etc.



Lung-ting, an ancient palace

Places of interest: *Fang-ta-szu* or *Pai-ma-szu*, popularly called by foreigners the "Temple of 10,000 Buddhas," situated near the station, has a huge ancient hexagonal tower, constructed of glazed brick, each brick showing a Buddhist image in relief. *Hsiang-kuo-szu*, inside the South Gate, is an old temple founded during the Pei-chi period. It was rebuilt in the Chin Dynasty. The main hall contains statues of "The Five Hundred Disciples of Buddha." The temple ground is used as a place of amusement

for people of the lower class. *Tieh-ta* (Iron Pagoda), inside the North Gate, near the site of Kan-lu Temple, is a 13-story brick pagoda which looks as if made of iron—hence the name. Visitors climb to the top by means of a narrow inside spiral staircase made of stone. Outside the city there are several temples dating from classical periods.

Lung-ting, northern part of the city, is the popular name given to the ancient palace of the Sung Dynasty. The main hall, from where a birds-eye view of the city is obtainable, is reached by stone steps of which there are 50 on each side.

The site of a Jewish colony. It is proved by students of Chinese history that there once existed in this city a large Jewish colony. The only tangible record of this fact is the inscriptions on the two stone tablets now preserved in the grounds of the Anglican Church.

Starting from Kai-fêng, the railway enters the sandy plain which extends between the Yellow River and the upper course of the Huai-ho and after passing Hang-chwang (182 m.), Chung-mow (189.7 m.), and Pai-sha (199 m.), reaches Tcheng-tcheou.

Tcheng-tcheou 鄭州 (74.4 m. from Lo-yang; 212 m. from Hsüchow), is the junction point with the Peking-Hankow Line. (See p. 91.)

On the section between Tcheng-tcheou and Lo-yang the line runs close to the Yellow River and travellers are able to catch glimpses of this great river from the train. The important stations in this section are Tung-yang (228 m.), Fan-shui (238 m.), Kung-hsien (250 m.), and Yen-shi-hsien (268 m.).

Lo-yang 洛陽 or *Honan-fu* (286.4 m. from Hsüchow), one of the most ancient cities in China, was known as Lo-i under the Chou Dynasty. It was successively the capital city of the East Han, Chin, North Wei, and Sui Dynasties, under the name of *Loyang*. It was the East capital under the Tang Dynasty, and West capital under the Sung Dynasty. The region in which this ancient city is located is drained by the two rivers I and Lo, both emptying into the Yellow River. Lo-yang, rich in historical associations, is at present an inactive town with a population of about 20,000.

Places of interest: *Pei-mang-shan*, north of the walled town, contains tombs of the emperors of the East Han Dynasty, as well as of many men who were famous under the East Han, Tang, and Sung Dynasties.

Pai-ma-szu, or "White Horse Temple," E. of the city, was built by the Emperor Ming-ti (A.D. 58–75) of the East or Later Han Dynasty, to commemorate the introduction of Buddhism by Indian missionaries, who came leading a white horse laden with the sutras. This Buddhist temple, the first of its kind in China,

marks the place where Buddhism was first expounded in the Empire and it is also the burial place of the white horse.

Yung-ning-szu (temple) was built by order of the Empress Dowager, Hu-tai-hou, of the Later Wei Dynasty. *Tien-chin-chiao*, or Tientsin Bridge, which spans the river Lo, was built during the Sui Dynasty. It is mentioned in the poetry and prose of the Tang and Sung Dynasties.

The Cave Temples of Lung-men

How to reach Lung-men. The famous cave temples of Lung-men, also called by the Chinese, Chien-fo-ai—"The Cliff of the Thousand Buddhas," is about 10 miles S.W. of Loyang city. Tourists on the Peking-Hankow Line who wish to see some of China's ancient art should not fail to visit Lung-men, an easy one days' trip from Loyang, three days from Tcheng-tcheou, in which latter case two nights must be spent at a Chinese inn (either the Ta-chin-tai, Ying-pin-kuan, or Tien-pao-chang, opposite the Lo-yang station). Or, the trip may be made by private railway car from Tcheng-tcheou by applying to the station master or the traffic manager of the Lunghai and Pienlo Railway at Tcheng-tcheou.



Buddhist Carvings

Means of conveyance from Lo-yang. Horses and Chinese carriages are available from Lo-yang. Charges : horse, \$3 a day ; carriage, \$3.50 a day. The distance is covered in about 4 hours.

After leaving Lo-yang and about half way to Lung-men a little village is reached in which stands a large Kuan-ti-miao temple, encircled by a high wall. About 1½ hrs. later the road ends at a poor hamlet called Lung-men-chen, the entrance to Lung-men, which opens into a beautiful mountain defile.

This defile, cut through a lime-stone mountain, is the channel of an artificial river, called the Ishui, and was made, according to tradition, by the Emperor Yu, with the aid of a dragon. Lung-men is the name given to the right-hand cliff; the one opposite, named Hsiang-shan, has a temple on it of the same name, and numerous caves which contain statues of Buddhas.

Fifteen minutes' walk from Lung-men-chen, along a rocky path on the right side of the river, brings one to the Lungmen Temple, built in the Ming Period. From this point on the lime-stone cliff is studded with thousands of Buddhist carvings, dating back to the Later Wei and Early Tang Periods (A.D. 600-650)—some of them over 60 feet high. The finished workmanship of all these carvings is notable. In the seventh century hundreds of temples were quarried into the lime-stone sides of the defile. Compared with the Cave Temples of Yungkang, near Tatung (p. 89), Lung-men, though on a smaller scale, surpasses them in the skilfulness of their carvings. Hsiang-shan, opposite, can be visited from this point by ferry.



Pai-ma-szu Temple, Lo-yang

West of Lo-yang, the railway, close to the Yellow River, runs generally along the old Tungkuan Highway, which, at the boundary of Shensi Province, crosses one of the most difficult passes in China. The railway will later run through this pass. The intermediate stations are Tzu-chien (298 m. from Hsü-chow), Sin-an-hsien (307 m.), Tieh-men (314 m.), I-ma (323 m.), and Mien-chih (332 m.)

Kuan-yin-tang (343 m. from Hsü-chow) is the present terminus of this line, which eventually will be extended to Lan-chow in Kansu Province. The section now under construction between Kuan-yin-tang and Sian, the old capital of Shensi, is expected to be opened soon. Travellers bound to Sian, or beyond to Lan-chow, make preparations here for a hard but interesting trip.

Sian 西安

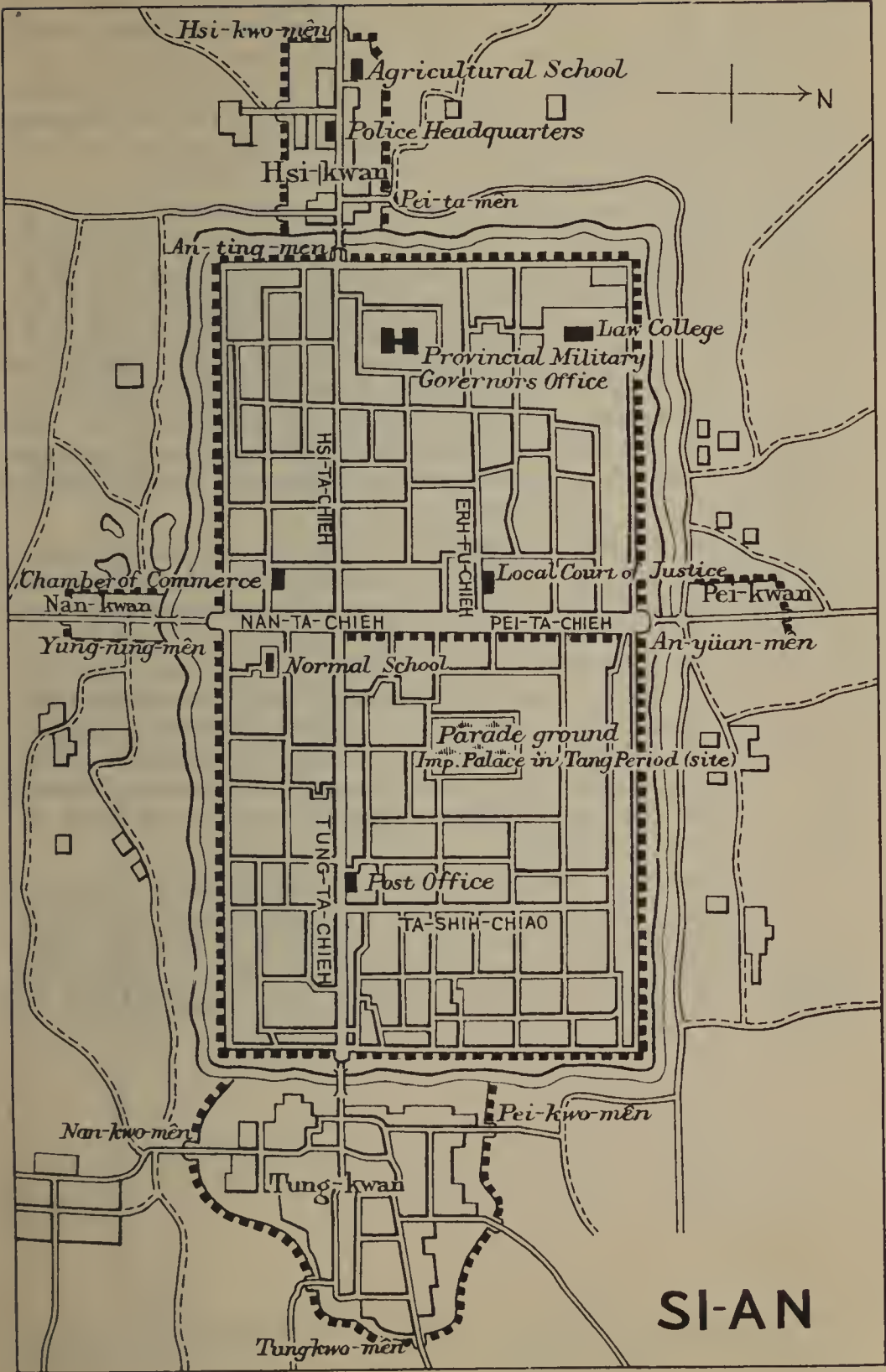
Route to Sian. Sian is situated 150 m. S.W. of Kuan-yin-tang, the distance being covered in 6 days by Chinese cart; charge, \$15-20. The road between Kuan-yin-tang and Tung-kuan, which traverses a wild mountainous region, is quite difficult, but at Tung-kuan it joins the Great Highway of North-western China which connects Lanchow and Peking, and which passes through four provinces: Kansu, Shensi, Shansi, and Chihli. This latter portion of the journey is easily made on the highway, passing en route four large towns: Hua-yin, Hua, Wei-nan, and Lin-tung.

Chinese inns: Chinta-lukuan (Tung-ta-chieh St.), Tunglai Kochang (Ma-fang-men gate), Chunlai-chang (Nan-ta-chieh St.), etc.; charge, about \$1.50 a day.

Sian-fu, situated on the Loess Plain, on the Wei, a tributary of the Yellow River, is the capital and most important city of Shensi, and the most interesting city, historically, in all China. The walls surrounding Sian-fu are 30 ft. high and about 10 m. in circumference, and at intervals are surmounted by watch towers, visible for many miles across the plain.* The present walls date back to the reign of the founder of the Ming Dynasty, Hungwu (1368-1399). The towers were added about 150 years later. The Tartar City is separated from the Chinese City by a wall. Here, soon after the outbreak of the 1911 revolution, the Chinese attacked the Manchus and it is estimated that 20,000 people were killed.

The present importance of this city is due to its domestic trade and overland connections with other places. The Yellow River, unlike the Yangtze, is not navigable. Within the city, besides the usual government offices of a provincial capital, are factories, an Army arsenal, schools, banks, and various kinds of large shops. Among many, the following are the principal streets: Hsi-ta-chieh, Chiao-tzu-kou, Nan-yuan-men, and Tung-kuan-ta-chieh, along which are many fur and curio shops. The articles

* *The Loess Plain* stretches through the West China provinces of Shensi, Shansi, and Kansu. The area covered by this plain was estimated by Baron Richthofen to be about 375,000 square miles. North of Sianfu the soil attains a maximum depth of 1000 ft. A peculiar feature of the Loess country is the vertical cleavage of the soil. From a height the plain appears to stretch away in an unbroken level for miles, but upon closer examination the surface is found to be full of cracks and ravines, many of them several hundred feet deep but only a few yards wide. According to competent authorities this extensive plain was produced in ancient days by deposits of dust blown by the wind through a long period of time. This powdery deposit constitutes a rich soil unnecessary to fertilize. With sufficient rainfall large crops are grown, but droughts are frequent.



offered for sale are usually of greater antiquity than those on sale in the shops of the coast cities, and as Sian has been visited by few tourists, prices are comparatively cheap. The city has a very dense population, estimated at about one million, among which are many Moslems—Sian being regarded as the centre of Mohammedanism in North China. There are few foreign residents. Missions: English Baptist and Scandinavian Alliance.

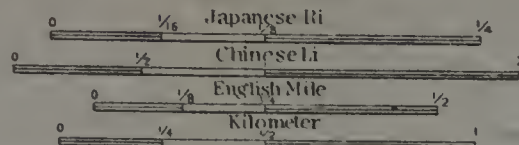
History of Sian. Sianfu was the capital of the country on several occasions, and it is said that the founders of the Chinese race first settled there, later spreading out to all parts of Eastern Asia. The city attained the climax of its prosperity when it was the capital of the Tang Dynasty, then known as Siking (Western Capital). Under the name of Chang-an it was the capital of the Empire from 206 B.C. to A.D. 605, at which latter time Honan was made the capital. In 1900, during the Boxer trouble, Sian was the place of refuge for the Empress-Dowager and Emperor Kwang-hsu, and thus again served, temporarily, as the capital of China.

Places of Interest: *Pei-lin* or "Forest of Stones," south of the Tartar city, is a famous collection of more than 1000 tablets on which the history of the place for 2000 years has been inscribed, some of the records being pictorial. The best known of these is the Nestorian Tablet, which bears the date A.D. 781 and in 2000 Chinese characters gives a record of the establishment in China of Nestorianism, "the illustrious Christian religion of Syria." *Ta-yen-ta* (2 miles S. of Sian) is a famous tower, 300 feet high, erected by Hsuan-chuang, an ancient Buddhist priest. At its foot are two stone tablets on which a part of the Buddhist sutras is inscribed.

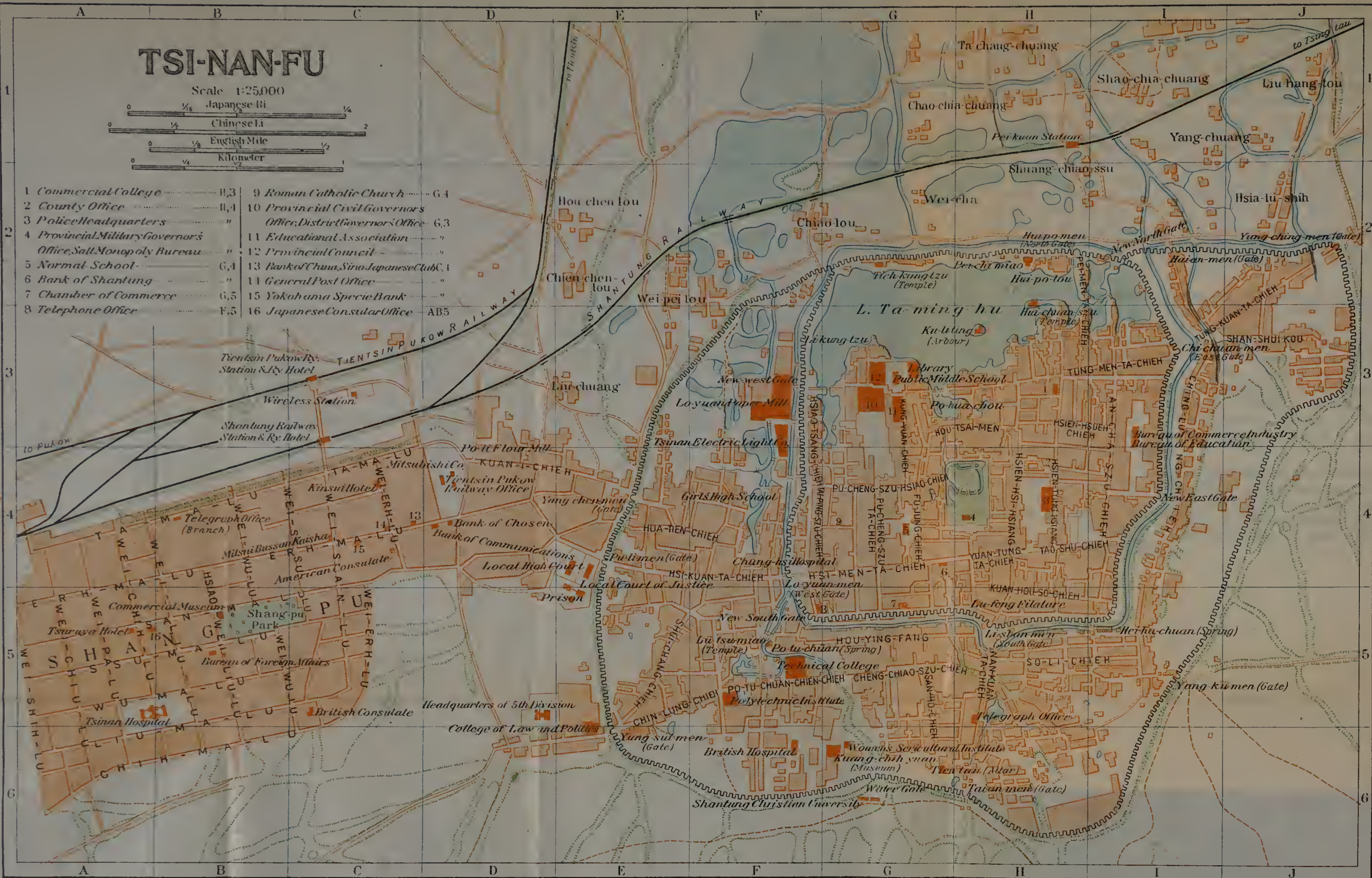
Lan-chow 蘭州, with a population of 500,000, is the capital of Kansu Province. It is situated on the upper course of the Yellow River, close to the Great Wall, which extends to far-away Shan-hai-kuan, skirting the N. boundary of Shensi, Shansi, and Chihli Provinces. From Sian, Lan-chow is reached in about 16 days by Chinese cart (charge, \$45-60).

TSI-NAN-FU

Scale 1:25,000



- | | | | |
|---------------------------------|-----|--------------------------------------|------|
| 1 Commercial College | H,3 | 9 Roman Catholic Church | G,4 |
| 2 County Office | H,4 | 10 Provincial Civil Governors | |
| 3 Police Headquarters | " | Office, District Governors Office | G,3 |
| 4 Provincial Military Governors | " | 11 Educational Association | " |
| Office, Salt Monopoly Bureau | " | 12 Provincial Council | " |
| 5 Normal School | G,4 | 13 Bank of China, Sino-Japanese Club | C,1 |
| 6 Bank of Shantung | " | 14 General Post Office | " |
| 7 Chamber of Commerce | G,5 | 15 Yokohama Specie Bank | " |
| 8 Telephone Office | F,5 | 16 Japanese Consular Office | AB,5 |



Route IX. Tsi-nan 濟南

Arrival. Tsi-nan (*Chi-nan*) City, the terminus of the Shantung Railway, is also an important station on the Tientsin-Pukow Line. While travellers coming to Tsi-nan from Tientsin or Nanking arrive at Tsinan-fu station, 1 m.N. of *Shang-pu* (the trading quarter for foreigners and natives), those coming from the direction of Tsing-tau by the Shantung Railway alight at one of the following three stations: (1) the Tsinan station (Pl. C 3), the terminus, situated near Shang-pu and not far from Tsinanfu station (Pl. C 3) of the Tientsin-Pukow Line; (2) the Peikuan station (Pl. H 1) located outside the N. Gate and nearer the city proper; (3) Huangtai station, located outside the E. Gate, where travellers for the regions along the Huang-ho usually leave the train. **Means of Conveyance:** *Rickshas*, \$1.50 a day, 25-30 cents an hour and 20 cents for each additional hour; *Mountain chairs*, \$2-3 a day. *Rickshas*, 20 cents to Shangpu, from either the Tsinanfu station of the Tientsin-Pukow Line or that of the Shantung Railway.

Hotels: *European*, Shantung Railway Hotel (in the station building), Tientsin-Pukow Railway Hotel, close to the station, Hotel Trendal, and Hotel Stein (\$6-10); *Japanese*, Kinsui-kan (Pl. C 4), Tsuruya (Pl. A 5), Santō-kan (\$4-7); all the above are in Shang-pu.

Foreign Consulates. American (Pl. C 4), British (Pl. C 5), German, and Japanese Consular Offices (16, Pl. B 5), all in Shang-pu.

Post, Telegraph, and Telephone: The General Post-Office (14, Pl. C 4), or *Chung-hua Yu-wu Tsung-chü* is in Shang-pu, with three branch offices inside the walled town; the Telegraph-Office (*Tsi-nan Tien-pao-chü*; Pl. H 5) is in Chao-shan-chieh, inside the S. Gate, with a branch (Pl. B 4) in Chang-pu. The General Telephone-Office (8, Pl. F 5) is in Hsi-chien-tao, with a Branch Office in Shang-pu.



A view outside the city wall of Tsinan

Banks: Yokohama Specie Bank (15, Pl. C 4), Bank of Chosen (Pl. D 4), Bank of China (13, Pl. C 4), Bank of Communications (Pl. D 4), Bank of Tsinan (Wei-erh-lu),—all in Shang-pu.

Shops & Firms. Foreign,—Andersen, Meyer & Co. (Merchants, Engineers, and Contractors); Asiatic Petroleum Co. (North China); British-American Tobacco Co.; Brunner, Mond & Co. of China; China Import and Export Lumber Co.; Fearon, Daniel Co.; Lever Brothers Co.; Standard Oil Co. of New York; Tulienta (Commission Agent and General Broker, Land and Estate Agent). **Japanese**,—Mitsui-Yōkō (or San-ching Yang-hang, Pl. C. 4); Tōwa Kōshi (or Tungho Kungszu); Tōa Tobacco Co. (or Tungya Yen Kungszu); Sangyoku Yōkō (or Shanyü, general store); Yüching, etc.

Chinese Curio Shops, Ju-ku-chai (in Wu-lu-pa), Tê-wên-chai (in Pien-chih-hang), Wên-pao-chai (in Fu-hsüeh-chien), Chien-pao-chai (in Hou-tsai-mên-li), Ku-kuan-chai (in Fu-jung-chieh), Chien-tê-yü (in Hsiao-chieh), Hung-pao-chai (in Hsiao-chieh), I-ho-chêng (in Hsiao-chieh), Tê-chên-chêng (in Hsiao-chieh), Jun-chên-chai (in Hsiao-chieh), Shan-pao-chai (in Hsiao-chieh), Ching-ku-chai (in Chü-shui-ting), Ho-shun-chai (in Chü-shui-ting).

Photographers, Chêng-hung-tai (in Yüan-hsi-Ta-chieh), Wên-tai-fang (in Pu-chêng-szu-Ta-chieh), Chên-hua Kung-szu (in Fu-jung-chieh), Hsiao-pêng (in Fu-jung-chieh), etc.

Silk Merchants, Jui-fu-hsiang, Ching-hsiang, Lung-hsiang, Fêng-tai,—all in Hsi-mên-Ta-chieh.

Itinerary Plan: *1st day*, Lake Ta-ming-hu, Kuang-chih-yüan Museum, Pao-tu-chüan Spring, in the Inner City; *2nd and 3rd days*, Chien-fo-shan Temple and the rivers Hsiao-ching-ho and Huang-ho. Two days can be spent in visiting (by the Tientsin-Pukow Line) the classical mountain Tai-shan, near Tai-an, or the sacred mausoleum of Confucius at Kung-lin near Chü-fou, the city of his abode, see p. 137.

Situation and History. The city of Tsi-nan, situated in 36° 50' N. lat., 117° E. long., lies about 257 m. W.N.W. of Tsingtau, the former Japanese leased territory, 212 m. S. of Tientsin, and 410 m. N.N.W. of Pukow (on the Yangtze, opposite Nanking), the S. terminus of the Tientsin-Pukow Line. In ancient times, from 1122 to 249 B.C., *Tsi-nan* was the capital first of the Principality of *Chi*, and later of *Lu*, and under the Ming and Ching (Manchu) dynasties it became and still is the capital of Shantung Province and an important political centre. The city has prospered since the opening of the Shantung Railway in 1904, and the opening of the city to foreign trade in 1906, but more especially since the completion of the Tientsin Pukow Line (Dec., 1912), by which the city became connected with Tientsin on the N. and with Nanking, *via* Pukow, on the south. The city has a population of over 377,000, which includes about 2,500

Japanese and 250 Europeans and Americans. More than 15,000 of the inhabitants profess the Mohammedan faith.

General Description. Tsi-nan is sheltered on the S.E. by a range of the Li-shan hills, on the slope of which is the famous Chien-fo-shan ("One Thousand Buddhas Temple"), commanding a splendid view. On the N.W., in the distance, are the steep peaks of Chiao-shan and Hua-shan. The river Huang-ho flows 6 m. N. of Tsi-nan, and the city is practically connected with the Gulf of Pechili by the river *Hsiao-ching-ho*. The city is surrounded by double walls; the inner and original wall is massive, with moats on the outside. At the N. corner, within the inner wall, is Lake Ta-ming-hu, the water of which mingles with that of the lakes and canals outside the wall. The outer wall bounds the city on the E., S., and W., and within it are many busy streets. At the Peikwan station of the Shantung Railway, at the Hai-an-men gate (Pl. I 2) of the outer wall, are rows of one-wheeled carts (*Hsiao-chê*), like wheelbarrows, and rickshas (or *Tung-yang-chê*) waiting for passengers. Proceeding towards the Chi-chuan-men gate (Pl. I 3) of the inner wall, animated scenes of street traffic are presented. Here, in the central portion within the inner walls, large stores line the principal streets, and the government offices, schools, etc., are also found in this quarter. A good bird's-eye view of the whole city and surrounding country is obtained from the Hui-po-lou Tower (Pl. H 2), which surmounts the N. Gate (sluice-gate of Lake Ta-ming-hu). *Shang-pu*, or the *Trading Quarter*, located outside the W. Gate of the outer wall, is an oblong tract covering about 235 acres. Tsi-nan was opened to foreign trade and a Foreign Commercial Settlement laid out in 1906 upon the initiative of the Chinese Government, not as the result of treaties with foreign powers, as was the case generally with the other open ports, and it is distinguished as being the first city in China to be voluntarily opened. The government in taking this step reserved the right of exploiting and controlling Shang-pu. As a first step towards such exploitation the government made many excellent roads there: 1st, 2nd, and 3rd roads or *Ma-lu*—running from E. to W., and eight others—known as *Wei 1st*, *Wei 2nd*, etc.,—intersecting them from N. to S.; of these the 2nd Road is the most thriving, as the principal stores and banks are located on it and it connects with Hsimen-tachieh, the busiest street of the inner city. This area, formerly occupied by graveyards, has been transformed into a thriving town with a population of 40,000. It contains modern official buildings and large business establishments, such as the railway stations of the Shantung and Tientsin-Pukow Railways, the General Post Office, Japanese Consulate, Tsinan Hospital, hotels, restaurants, etc.

Public Buildings: Shantung Province Military Governor's Office or *Tschün-kungshu* (4, Pl. H 4); Provincial Civil Governor's

Office, or *Shengchang-kungshu* (10, Pl. G 3), containing the departments of Foreign Affairs, Finance, Education, Interior, Industry and Justice; Salt Monopoly Bureau (4, Pl. H 3)—all in Fu-yüan-chieh. Headquarters of 5th Division (Pl. D 5, outside the Yung-sui-men Gate); Bureau of Foreign Affairs of Shantung (Pl. B 5, in Shangpu); District Governor's Office, or *Taoyin Kungshu* (10, Pl. G 3); Police Headquarters (3, Pl. H 4); High Court, or *Kao-têng-shen-p'an-ting* (Pl. E 4, outside the Pu-li-men Gate); Provincial Council (12, Pl. G 3, in Kung-yuan-hou-chieh); Branch Office of Tientsin-Pukow Railway (Pl. D 4); Tsi-nan Local Court (Pl. E. 4, in Pu-li-mên-wai); Shangpu Administration Office (in Shang-pu); Shantung Agricultural Association (in Shang-hsin-chieh); Educational Association (11, Pl. G 3; in Tien-chü-mên-wai); Confucian Association, Tsi-nan Branch (in Chiang-chün-miao); Industrial Association (in Wei-hang); Chiao-yang-chü, where the poor are trained in manual arts (in Chêng-chiao-szu-chieh). Chinese Red Cross Association, or *Hung-shih-tzu-hui*, (in Nan-yü-tzu-mên-li); Charity Office of the Shantung Association (in Yüan-hsi-Ta-chieh).



Po-tu-chuan Springs—p. 161

Schools: Primary Grade—Kung-li Hsüeh-tang (for boys), Nü Hsüeh-tang (for girls), and several others, all in Lo-yüan-mên-li; *Middle Grade*—1st, 2nd, 3rd Middle Schools (in Ma-pao-chüan, Chiu-Kung-yüan, and Kao-tu-szu-hang respectively); *Special Schools*—Higher Normal School (in Hsi-mên-Ta-chieh), Law School (in Tung-mên-Ta-chieh), Police Training School (in Tai-

an-mên-li), Agricultural College (at Tung-kuan), Polytechnic Institute (in Po-tu-chüan; Pl. F 5), Commercial College (I, Pl. H 3), College of Law and Politics (Pl. E 6). *Schools for Women*—Women's Normal School, or *Nü-tzu Shih-fan Hsüeh-chiao*, (in Tung-liu-shui); Women's Sericultural Institute, or *Nü-tsan-sang Chiang-hsi-so*, (in Shan-shui-kou; Pl. G 6); Chung-shih Nü-hsüeh-chiao (in Kao-tu-szu-hang); Ching-ching Nü-hsüeh-chiao (in Hsien-hsi-hang). *Schools under Foreign Management*—Shantung Christian University, or *Chilu-Tahsüeh* (Pl. G 6, for details see p. 160), Japanese Language school.

Churches: The American Presbyterian Mission in Tsi-nan consists of a church, two halls for religious services, a middle school for girls, a school for women evangelists, a middle school for boys, and a hospital for men. The English Baptist Mission also has a church (now loaned to the Independent Chinese Union Church), a hall for services, a sub-station of the Tsinan Institute, and the Soldiers' Institute. The Southern Baptists of America have also started work. The Y.M.C.A. has two buildings, one rented, one owned. Three foreign secretaries look after the work.

Climate, Sanitation, and Hospitals. The climate on the whole is salubrious, and, as the streets are kept clean under the supervision of the Police Office, the city has rarely suffered from epidemics. The cleanliness and healthfulness of Tsi-nan is due to the abundance of water. Tons of water per minute issue from fountain-like springs in the S.W. suburb, and flows in streams through the city to a lake on the north side. **Hospitals:** Chung-hsi I-yüan (Chinese), at Hsi-kuan; Baptist Mission Hospital, in Yung-ching-mên-nei; Mei-kuo I-yüan (American Charity Institute, where medical students are trained), in Nan-hsin-chieh; Tê-hua I-yüan (an institute specialising in diseases of the eye, ear, and throat), in Êrh-Ma-lu; Tökwa I-in or Tung-hua I-yüan (Japanese) at Niang-niang-miao. Tsinan Hospital of the Shantung Railway (Pl. A, B 5) in Shangpu.

Communications. Railway facilities are furnished by the Shantung Railway (see p. 163) and the Tientsin-Pukow Line (see p. 131). At present the Shantung Railway (between Tsinan and Tsingtau) runs through trains thrice daily from each terminus; fare, \$14.30 (1st), \$7.20 (2nd), the whole distance being covered in 10-11 hrs. On the Tientsin-Pukow Line one through express train and one ordinary through train are run daily from each end; fare (without express charge) from Tsinan to Tientsin (E. station), \$13.30 (1st), \$8.85 (2nd), and from Tsinan to Pukow, \$24.95 (1st), \$16.65 (2nd).

Rivers. Two rivers, the Hsiao-ching-ho, also called Hsiao-hsing-ho, about 2 m. distant from the E. Gate, and the Huang-ho, which is 6 m. distant, afford important facilities of river transportation.

1. *The Hsiao-ching-ho* 小清河 is more strictly a canal, originally the river Chi-shui or Tsi-shui. For nearly 30 m. from its mouth the canal is about 1,000 ft. wide, and 10 to 25 ft. deep, with a difference of 4 ft. between high and low tides. In its upper course the width decreases to between 100 and 200 ft., with a corresponding lessening in depth, but as sluice-gates are used, a depth of over 4 ft. is always maintained. Except in winter, when it is frozen from Dec. to Feb., the Hsiao-ching-ho connects Tsi-nan with the sea, furnishing the only waterway, and before the opening of the railways it was the only route for foreign commerce. Between Yang-chio-kou (p. 184), at the mouth of the Hsiao-ching-ho, whence there are occasional steamers to Chefoo, and Huang-tai-chiao near Tsi-nan, a distance of about 130 m., there annually plies over 20,000 junks.

The river craft employed between *Huang-tai-chiao* (the port 2 m. N.E. of Tsi-nan) and *Yang-chiao-kou* have a capacity of from two to over ten tons. They consist of cargo and passenger-boats. The former do not differ in shape from ordinary large junks; the latter have a kind of raised deck, provided with cabin-like compartments containing two or three beds or couches. The descent by boat takes 3 days, the up-trip about 7 days, both oars and sails being used.

2. *The Huang-ho* 黄河. *Lo-kou-chên*, about 4 m. W. of Huang-tai-chiao on the bank of the Hsiao-ching-ho, is the Tsi-nan mooring-place for boats coming from the upper course of the river, from Honan and Shensi Provinces, from whence over 200 cargo-boats laden with medical stuffs, oil, lacquer-juice, tobacco, iron-ware, etc., annually arrive. About two hundred bring down grain from Tan-chêng and Kao-tung, in Shantung. From the lower course vessels with cargoes of salt from Li-chin and Pu-tai also arrive here, but, the river being shallow, only junks of very light



Li-hsia-ting Hall, on Ta-ming-hu Lake

draught are employed. River traffic in spring and summer is very active.

The Boats on the Huang-ho are generally flat-bottomed. Those from Honan Province are made by the boatmen themselves into raft-like craft with a capacity of from $\frac{1}{2}$ ton to 2 tons. To save the trouble of rowing upstream these raft-boats are sold as fuel after they reach their destination, because timber is extremely cheap in Honan, while in the lower valley of the river the supply is scarce and fuel is consequently dear.

Trade. Volume. According to the latest report of the Tsinan Board of Trade, the total exports and imports amounted to Tls. 34,800,000 in 1920 and to Tls. 18,310,000 in 1910. The imports from 1910 to 1920 increased from Tls. 14,420,000 to Tls. 27,840,000, the exports from Tls. 3,880,000 to Tls. 6,960,000 in the same period. *Imports and exports:* Principal imports are cotton yarn, brown sugar, kerosene, matches, candles, soap, and toilet articles; the exports consist of peanuts, straw braid, cotton, tallow, ox-hides, honey, etc. *Commercial Sphere of Tsi-nan:* Formerly Tsi-nan was at best a local market, but with the construction of the Shantung Railway, the throwing open of the place to foreign trade, the development of Tsing-tau as a German and a Japanese Concession, and the completion of the Tientsin-Pukow Line, the importance of Tsi-nan as a trading point was largely increased. Its sphere of commercial operations has been extended on the N. to Tê-chow, Tsi-ning, Tung-chang and other places in the direction of Tientsin; on the E. along the line of the Shantung Railway to Tsing-tau, and on the S. it has come into close touch with Nanking and Shanghai. Large business houses owned by foreigners and natives have been established; banking and other necessary commercial facilities are also maintained.

Commercial Organizations. These consist of the Chamber of Commerce (Pl. 7, G 5), organized under the supervision of the Tsinan Board of Trade; various Provincial Associations (*Hui-kuan*), named after different provinces: Kiang-nan Hui-kuan, Chê-ming Hui-kuan, Chung-chou Hui-kuan, Fu-tê Hui-kuan, Kiang-si Hui-kuan, Hu-kuang Hui-kuan, etc.—all located in the inner town; and the American Association of Tsinan.

Industries. In Tsi-nan are several modern industrial establishments. (1) Shantung Arsenal (maintained by the government, located 3 m. from the city, in Hsin-chêng) which manufactures cannon, rifles, gunpowder, bullets, and produces wrought iron and cast iron articles and copper plates, the entire plant embracing 10 separate workshops. Attached to it is a training institute for operatives and draughtsmen. (2) Tsi-nan Electric Light Co. (with a paid up capital of \$200,000, Pl. F 3,) supplies electric light throughout the city (charges *per month*, \$1 *per* 10-candle-power light, \$1.60 *per* 16-candle-power, \$2.50 *per* 25-candle-power, \$5.00 *per* 50-candle-power). (3) Taipei Model Dyeing and Weaving Co. Ltd., in Fu-jung-chieh. (4) Hsingshunfu Flour

Mill (or *Chi-chi-mien-fên Kung-szu*), in Wei-san-lu, Shang-pu, makes bean-oil, bean-cakes, and wheat flour.

Places of Interest. *Lake Ta-ming-hu* 大明湖 (Pl. G, H 2), in the N. part of the inner town, is about 4 m. in circumference. Excursions in pleasure-boats (*hua-fang*) form a favourite summer amusement for the wealthier citizens of Tsi-nan; *tariff* for large boats, \$2 a day, \$1.50 a half day, smaller boats being half the above rates. The places of interest in and along the lake are Ku-li-ting (Pl. H 3) and Chiao-ou-ting (arbours), Li-kung-tzu (a temple dedicated to Li Hung-chang, Pl. G 3), and the temples Pei-chi-miao (Pl. H 2), Tieh-kung-tzu (Pl. G 2), Chang-kung-tzu, Fokung-tzu, etc.

The Library, or Tu-shu-kuan 圖書館 (Pl. G 3), the former Examination Hall, is located in the S.W. corner of Ta-ming-hu. The library building, 280 ft. x 300 ft., consists of several large halls. In the central hall, or *Hai-yo-lou*, books and manuscripts are stored; in front of it is another hall, *Hung-ya-ko*, containing old articles connected with education. A circular hall in front of this hall constitutes the reading-room of the library. W. of the central hall are five houses containing stone tablets, and close by is *Chin-szu-hsieh*, which contains various stone tablets of different periods. At *Pieh-lang-kuan*, N.W. of Chin-szu-hsieh, reprints of tablet-inscriptions are made up into book form. Turning S. is a hall, *Ming-i-fang*, where visitors may rest. *Hung-yüeh-Hsüan*, E. of the central hall, is the librarian's office. *Hao-jan-ting*, an harbour, N.E. of Hung-yüeh-hsüan, occupies a very pretty spot, standing on a miniature hill and facing the lake, with other artificial hills in its neighbourhood. The place is open daily, on Saturdays for women only.

Kuang-chih-yüan 廣智院 (Pl. G 6), in Yung-sui-mên, is a kind of museum maintained by the English Baptist Mission, where specimens of plants, animals, and minerals, the last comprising the chief mineral products of the world, also illustrative diagrams, etc., are on view. A library, a reading-room containing newspapers and magazines, a hall capable of accommodating five or six hundred people, and a magic-lantern and moving-picture hall are under the same roof.

The Shantung Christian University (Pl. G 6), one of the most important private universities in China, is maintained as a joint enterprise by the American Presbyterian Mission and the English Baptists. It is a modern plant and at present consists of a college of arts, a medical college, theological seminary, and a hospital. About 24 foreigners are connected with it in various ways—as teachers, doctors, and otherwise.

The Museum, or Po-wu-yüan, in Shang-hsin-chieh, Nan-kuan, contains various natural history objects and apparatus for experi-

ments in natural science. It is open (free) daily between 3 and 5 p.m., on Sundays from early morning to 5 p.m.

Po-tu-chüan Springs 趵突泉 (Pl. F 5). The springs are three in number, welling up to a height of 1 ft., in front of the Main Hall of Lü-tsu-miao temple (Pl. F 5), which is situated in a busy quarter inside the Taianmên gate of the outer wall. The springs are considered a great curiosity by the natives, who flock to the temple on fête days (*i. e.*, the 2nd, 7th, 12th, 17th, 22nd, and 27th days of the lunar months). The waters collect into a stream, which, skirting the Hsimên or West Gate, enters the Hsiao-ching-ho. S. of the springs is a house where visitors may refresh themselves with cups of tea made with the spring water. In the neighbourhood of Po-tu-chüan are several other springs: Chin-hsien-chüan, Hsien-po-chüan, Tu-kang-chüan, Wang-shui-chüan, Ma-pao-chüan, and Têng-chou-chüan.



Mt. Li-shan with its Lung-tung-szu Temple

Chien-fo-shan 千佛山 or the "Temple of a Thousand Buddhas," is an ancient monastery situated on the slope of the Li-shan Range, S. of Tsi-nan, which was founded more than 1400 years ago, in the time of the Sui Dynasty. It is also noted for the extended view from its summit. Borne in a mountain-chair, of easy-chair shape, and starting outside the S. Gate, the traveller, after ascending a zigzag, paved approach, reaches the First Gate. Then several flights of stone steps are ascended, at the end of which stands the Second Gate, and beyond it a wide court containing a number of imposing structures. This court leads to another in which stands a second group of religious buildings. At the rear of the court, in the niches of a natural stone wall, are to be seen a thousand stone Buddhas, said to have been carved 1200 years ago, and near the wall is the "Dragon Spring

Cave," or *Lung-chuan-tung*, a large stone cave filled with water. The old reprints of the inscriptions on stones and the curious furniture stored in the monastery are of great historic interest. The grand panorama as seen from the top spreads out towards the N. and embraces a view of Tsi-nan, the Huang-ho and Hsiao-ching-ho rivers and the river ports of Lo-kou and Huang-tai-chiao.

Shangpu Public Park. This park, maintained by the municipal authorities of Shang-pu, is situated in the middle of San-ma-lu street at the point where Wei-ssu-lu street starts northward. The park is 1,250 ft. long from E. to W., 370 ft. wide from N. to S. In the centre is a large hall, to the S. of which is a European restaurant and to the E. a tea-house. E. of the tea-house is a spacious recreation ground enclosed by a wire fence, and near it is a coffee-house. W. of the central hall is an artesian well which supplies excellent water. The park also contains miniature hills and a number of summer houses or arbours. An Industrial Museum in the park contains articles relating to agriculture, forestry, fishery, mining, chemical industry, dyeing and weaving, machinery and implements, painting, photography, printing, etc.

Theatres: Ta-wu-tai (at Hui-po-szu-ko), Ya-kuan-lou (at Chiao-hua-chiao-lu-nan), Ming-hu-chü (at Chiao-hua-chiao), Chiao-hua-chü (at Chiao-hua-chiao), Ching-shang Cha-yüan, Hsing-hua Cha-yüan, Chü-lo-pu—all in Shang-pu. Some of these open at 6 p.m., closing at 11 p.m., others are open both in the daytime and at night.

Moving-picture Hall: Hsiao-kuang-han, at the E. end of San-Ma-lu, Shang-pu; 8-10 p.m., *admission*; upper floor seats, \$1 each.

Tai-shan 泰山 *and* **Chu-fou** 曲阜. Tai-shan, one of the Five Classical Mountains of China, and Chü-fou, the home and burial place of Confucius, may be visited by rail from Tsi-nan—for particulars see pp.134, 137.

Route X. Tsinan to Tsingtau

(By the Shantung Railway)

The Shantung Railway (also called Kiao-Chi Ry.) is the general name for the lines which were formerly operated under Japanese management. The railway, standard gauge single track between Tsi-nan and Tsingtau, the capital of Shantung, consists of a trunk line 394 km. long (about 245 m.) and the following branch lines: (1) the Poshan Branch Line (between Chang-tien, on the trunk line, and Po-shan, 38.9 km.—24.6 m.); (2) the Tzuchuan Colliery Branch (between Tzu-chuan, on the Poshan Branch, and the Tzuchuan Colliery, 6.5 km.—4 m.), and the Tiehshan Branch (between Chin-ling-chen and Tieh-shan, 6.5 km.—4 m.). Two other branches are planned, one of about 240 m. long between Kao-mi station and Hsü-chow, the junction station of the Tientsin-Pukow and the Lunghai Lines, the other, about 160 m. long, between Tsi-nan and Shun-teh, on the Peking-Hankow line, which will cross the Yellow River (or Huang-ho) and the Grand Canal.

Trains. On the trunk line three daily through trains are run from each terminal; one, a night train with 1st class sleeping cars attached, covers the whole distance in 10–11 hrs. Both the morning and night trains have dining car service. On the Poshan and the Tzuchuan Branches three trains are also run daily from each end. *Fare*: between Tsi-nan and Tsing-tau, 1st cl., \$14.30, 2nd cl., \$7.20; between Changtien and Poshan, \$1.50 (1st), 80 cents (2nd). Sleeping-berth charge: upper, \$2; lower, \$3.

History. The construction of the Shantung Railway was based on the Peking Treaty, concluded between China and Germany in 1898, which provided for the lease of Kiao-chow Bay, besides investments in railway and mining enterprises. It was built and operated by the Schantung Eisenbahn Gesellschaft (Shantung Tieh-lu Kung-szu), established in June, 1899. In October of the same year, in the presence of Prinz Heinrich of Germany, the work of construction was started. The trunk line between Tsing-tau and Tsi-nan and the Changtien-Poshan Branch was completed in March, 1904, much earlier than was originally planned, and on July 1st of the same year the two lines were opened to traffic. After the outbreak of the World War and the entry of Japan on the side of the Allies, the Japanese forces, after some hard fighting, took possession of the Leased Territory in 1914, which then, for 15 years, had been under German control. From 1915 the railway was under Japanese management, until its return to China on January 1, 1923, in accordance with the Agreement reached at the Washington Conference in 1922—the actual transfer being made on January 29, 1923.

Description of the Route. The regions traversed by the Shantung Railway include the fertile plains of Eastern Shantung, where is grown kaoliang, millet, wheat, beans, cotton, peanuts, apples, water-melons, peaches, and vegetables. For the greater part, the line passes over extensive cultivated plains, the view relieved by the sight of the *Li-shan* mountains on the right, and

as approach is made to Tsing-tau, of Laoshan Peaks. In certain parts the route is through a mountainous region, the train running through valleys and deep cuttings, and several rivers are crossed on steel bridges. The road, particularly near the stations, is well shaded in summer by tall trees: acacias, poplars, and pagoda-trees. *Chou-tsun*, *Chang-tien*, *Wei-hsien*, *Kao-mi*, and *Kiao-chou* are the more important towns on the main line, and these, as well as *Chin-ling-chên*, where there is an iron-mine, and the colliery towns of *Po-shan* and *Tzu-chuan* are worth a visit if time permits.



Chang-tien Station

Tsi-nan to Chou-tsun. Leaving Tsinanfu station, on the left are the Chiao-shan Peaks across the Huang-ho, and on the right lotus ponds and the walls of Tsi-nan. After passing Peikuan station (3.5 km.), near the N. gate of the city, Huang-tai station is reached. From there a branch line (2 m.) runs to *Huang-tai-chiao*, on the bank of the Hsiao-ching-ho; a line used chiefly for the conveyance of salt, which is brought over by junks from the salt-fields bordering the Gulf of Pechili. Leaving Huang-tai, on the right, surrounded by tall trees, is a Roman Catholic Church, and far beyond towards the S., with the green peaks of Lishan on the left, stretch wide cultivated plains with solitary peaks rising here and there. Wang-she-jen-chuang (16.2 km. from Tsinan), Kou-tien (23.7 km.), Lung-shan (34.6 km.), and Tsao-yüan-chuang (45.3 km.) are passed. Leaving the last-named station a small river is crossed and the train passes in succession Ming-shui, Pu-chi, and Wang-tsun (70 km.). At these places mountains come into view both to the right and left. After passing the next station, Ta-lin-chih, an undulating, mountainous region is entered, the way running now on a hillside, now through a valley, and occasionally through a deep cutting. The scenery here is interesting.

Chou-tsun 周村 (92 km.—57.2 m. from Tsinanfu station). Chairs and wheel-barrows available at the station. Chou-tsun is the most important silk manufacturing centre in Shantung Province. It has many filatures—among the largest are the Yu-hou-tang and the Tung-feng-kung-szu. Lying on the old highway to Shantung, and on account of the facilities of water transport afforded by the *Hsiao-ching-ho* (about a day's journey to the N.), the town has from early times been an important trading centre. It contains a population of about 40,000, consisting largely of settlers from Honan, Shansi, Chihli, and Liaotung. The station is located on the E. outskirts of the town.

The Foreign Settlement. Opened in 1906, at the same time as the foreign settlements of Tsi-nan and Wei-hsien, the settlement area, covering about 473 acres, lies between the station and the E. Gate of the city, being bounded on the W. by the walls and on the S. by the railway track. Little has yet been done in this area in the way of modern enterprise.

Local Products: Silk yarn, silk waste, and various silk fabrics, crêpe, satin, etc., silk braid, straw braid, pongees, tussur yarn, glass, iron, tin, copper ware, leather goods, wool, and cotton.

Trade. The products above named are generally coarse, but being cheap are much in demand. Silk yarn and silk waste are shipped to Shanghai *via* either Chefoo, Tsingtau, or Tientsin. Tussur yarn, produced in the districts S. of Chou-tsun, is exported either as raw material or in woven form. Glass ware, made from silica found near the end of the Poshan Branch Line, is brought to Chou-tsun for distribution. Principal imports are cotton fabrics and yarn (about Tls. 3,000,000), kerosene, matches, marine products, soap, handkerchiefs, clocks; etc.

Chou-tsun to Ching-chou. A part of this section is through a mountainous region in which are coal and iron mines. From Hu-tien to Chin-ling-chên and thereabout the scenery is of interest. Beyond Chin-ling-chên the route is over a wide plain to the Tze-ho. After crossing the bridge a hilly region is entered, the train at times running through deep cuttings.

Chang-tien 張店 (110 km.—68.4 m. from Tsinan station; 273 km.—176.6 m. from Tsingtau) is a small town with a population of about 3,000. From here the Poshan Branch Line starts for the Poshan coal-mines and the town of Poshan. On the platform are peddlers who sell earthenware, stone ink-slabs, etc., remarkably cheap.

Poshan Branch Line (38.9 km.—24 m. long). The districts traversed, in the jurisdiction of Tze-chuan and Po-shan, are noted for their rich coal beds. The first stop after Chang-tien is Nanchuan (6.6 km.), and next Tzu-chuan is reached. On this section the train runs through picturesque scenery.

Tzu-chuan 淄川 (17.7 km. from Chang-tien) is the county seat of Tzu-chuan, and the town, encircled by a wall 25 feet high, 2 m. long, is situated about 1 m. E. of the station. The Tzuchuan Colliery Line (6.5 km.) branches off here.

Tzuchuan Colliery. The Tzuchuan Coal mine, extending along the Poshan Branch Line, is one of the three important coal mines in Shantung Province. The mine-lot covers an area of 418 square kilometres, of which only 16 square kilometres are now being worked. There are three pits: the Tzuchuan (4 metres in diameter, 268 metres deep), Malta (5 metres in diameter, 275 metres deep), and the Ventilation (122 metres deep). The modern mine equipment, installed during the German occupation and added to since the war, has been maintained by the Shantung Railway. The coal seam of this mine has an average thickness of 6 metres, and consists of 3 layers: bituminous, semi-smokeless, and smokeless coal. The coal produced is of very fine quality, especially good for steamer use. The average daily output totals about 1,400 tons.

Leaving Tzu-chuan, the next station, Ta-kun-lun (28.6 km. from Changtien), is located at the dividing point between the Tzuchuan and Poshan Collieries. A part of the output of the Poshan Colliery is sent out from this station. As the train nears Poshan, the industrial activity of the place is indicated by the black smoke issuing from the stacks of numerous factories.



Pei-ting Garden, Po-shan

Po-shan 博山 (38.8 km.—24 m. from Changtien), with a population of 50,000, though a town situated in a mountainous district, is the most important industrial centre in Shantung Province. The town is divided into two sections: Hsi-wei-tzu and Tung-wei-tzu, the latter being the larger and thriftier. Po-shan is widely known on account of the pottery, glass, and dye-stuffs manufactured there, as well as for the coal-mines mentioned.

The Poshan coal-mines taking Heishan hill as the centre, measure 13 m. from N. to S., 4 m from E. to W. This coal district, together with that of

Tzuchuan, was once controlled by Germans, but later retroceded to China, and it is now operated principally by Chinese. More than two hundred small pits have been opened of which about 20 are worked by modern methods, the rest by primitive Chinese methods. The annual output is about 600,000 tons.

Chin-ling-chen 金嶺鎮 (122 km.—75.8 m. from Tsinan), is a small Mohammedan village with 1,500 inhabitants. From it a short branch line runs (4 m.) to Tieh-shan, where there is one of the most important iron mines in the Chin-ling-chen district. In 1910 Germany obtained the mining rights of this district by virtue of the Germano-Chinese Agreement, and planned to establish a large modern iron foundry here.

Tiehshan iron mine. The vein lies on the N. side of the trunk line, between Chang-tien and Chin-ling-chen, forming a parabola. The total deposit is estimated at about 80,000,000 tons. The ore from this mine has a content of from 50 to 70% of magnetite and hematite. As yet no iron foundry has been installed; mining operations are limited to an annual output of about 200,000 tons—which supply the Yawata Iron Foundry in Kyushu, Japan.

Ching-chou-fu 青州府 (153.6 km.—95 m. from Tsi-nan) is one of the largest towns in Shantung and occupies the centre of a vast, fertile plain. This walled city lies on the left bank of the *Mi-ho* and is encircled by walls and moats; its population, including that of the suburbs outside the walls, totals about 40,000. The American Presbyterian Mission has established its headquarters in this city, and with its school, hospital, and museum, constitutes a prominent feature of the place. About 1½ m. from the walls is located the residential quarter of the Manchu Bannermen. The great monastery of *Ching-lung-tzu*, about 2½ m. from the city, is noted both as a religious seat and for its beautiful garden. The station is situated on the N.E. edge of the city. **Local Products:** Tussur yarn, silk and cotton fabrics, bean oil, bean-cakes, hides, wool, etc.; also walnuts, dates, bristles, fowls, salt, fish and marine products.

Trade. Being the central market for the productions of the vicinity Ching-chou has an active business with Chefoo, Shanghai, Tsingtau, etc.; in tussur yarns to the amount of about 170 piculs annually; woven goods, which are produced by family industry in the neighbourhood, total over 2,000,000 pieces yearly. Imports into this district come either from Tsingtau or Chefoo and consist of kerosene, sugar, matches, cotton goods and yarn.

Ching-chou-fu to Wei-hsien. The extensive plains on each side of the train through this section are studded with prosperous villages and hamlets, each surrounded by woods. In summer the plantations on the plains are green with their growth of kaoliang.

Wei-hsien 濰縣 (210 km.—130.5 m. from Tsinan, 183 km.—113.5 m. from Tsingtau) is ½ m. outside the S. Gate of the walled town of the same name. Chairs and native carriages are available at the station. Wei-hsien is an important town in



Tzu-chuan Colliery

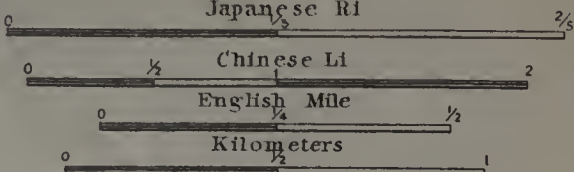
Middle Shantung, on the highway between Tsinan and Chefoo. The *Pai-lang-ho*, coming from the S., flows between the walled town and its E. suburb, *Tung-kuan*, and empties into the Gulf of Pechili. In the walled town are about 1,700 houses, most of them owned by officials and gentry, less than half being occupied by traders. *Tung-kuan* is the trading quarter, with a larger population. **The Settlement.** Wei-hsien was opened to foreign trade in January, 1906, together with *Tsi-nan* and *Chou-tsun*. The settlement occupies a tract between the station and the S.E. corner of the walled town, being longer from N. to S. than from E. to W., and covers an area of about 3,840 acres. But nothing in particular has yet been done towards building up this new quarter. **Local Products:** Barley, wheat, tobacco, hair-nets, cotton fabrics, embroidery, scarfs, lacquer and tin ware are exported annually to the amount of over Tls. 1,000,000. The greater part of these hand-made wares is sent to Shansi, Chihli, Honan, Kwangtung, etc. Wei-hsien is an important market for bristles produced in Shantung. Population, about 80,000.

Trade. The imports come largely from Tsingtau by rail, but the amount coming from Chefoo, which before the opening of Tsingtau monopolized the import trade of Shantung, by means of horses or wagons, is by no means inconsiderable. Principal imports are cotton fabrics from England and America, cotton yarn from England, America, and Japan, and matches from Japan.

Wei-hsien to Kao-mi. The line in this section traverses for the most part wide, cultivated plains, almost the only hilly portion met with being between Tso-shan and Chang-ling. Beyond Nan-liu a river is crossed, which, though usually almost dry, is

TSING-TAU

Scale 1:25,000
Japanese Ri



REFERENCE NUMBER

- | | | |
|----|---------------------------------------|-----|
| 1 | Garrison Headquarters | E,8 |
| 2 | Civil Administration Dept. | " |
| 3 | American Consulate | E,7 |
| 4 | British Consulate | F,8 |
| 5 | Grand Hotel | E,8 |
| 6 | Military Court | " |
| 7 | Water Supply Office | D,8 |
| 8 | International Banking Corporation | " |
| 9 | Gendarmerie Headquarters | D,7 |
| 10 | Seitō Shinbō (News paper) | " |
| 11 | Citizens Club | " |
| 12 | Fire Brigade | E,7 |
| 13 | German Catholic Church | " |
| 14 | Miyama Park | D,7 |
| 15 | Chamber of Commerce | " |
| 16 | Bank of China | " |
| 17 | Lung-kow Bank | " |
| 18 | Bank of Shantung | " |
| 19 | Tai-ho-tō Post Office | " |
| 20 | Primary School for Chinese | " |
| 21 | Seitō Post Office | D,6 |
| 22 | Yokohama Specie Bank, Bank of Chosen | E,5 |
| 23 | Hongkong Shanghai Banking Corporation | " |
| 24 | Girls High School | F,5 |



subject to sudden floods in the rainy season. Less than 10 m. E. of Wei-hsien is *Fangtzu station*.

Fang-tzu 坊子 (225.2 km.—140 m. from Tsinan) is a station made important through a coal-field 3 m. distant. The place was an insignificant hamlet before the discovery of coal in the neighbourhood. The Germans developed the mine on a large scale and produced 900 tons daily, but a few years later, when it was found that the quality of coal was not very high grade, the greater part of the equipment, except a briquette factory, was removed to Tzu-chuan and the mine almost abandoned. After the Japanese acquisition of the Shantung Railway, two new pits were opened during the War period, at a time when coal reached its highest price. The output of these pits is now about 120,000 tons annually.

Kao-mi 高密 (295.2 km.—184 m. from Tsinan, 99 km.—62 m. from Tsingtau) occupies a watershed from which the rivers flow on one side to the Yellow Sea, on the other to the Gulf of Pechili. The place is a local market for the neighbouring towns and villages and for Ching-chih-chên, W., and Chu-chêng-hsien, S. It is planned to construct a line from here to Hsüchow on the Tientsin-Pukow Line, *via* I-chou and I-shien.

Kao-mi to Kiao-chou. In this section first a wide plain is traversed, then, after passing Yao-ko-chuang (303 km. from Tsinan) a river is crossed, the banks of which are covered with a thick growth of pagoda-trees. At Chi-lan-chuang (308.5 km. from Tsinan) the route is through a hilly country to a broad plain, and ahead are the walls of

Kiao-chou 膠州 (320.8 km.—198.9 m. from Tsinan, 73 km.—45.4 m. from Tsingtau). This prefectural town is situated partially on a hill, and though its walls are partly in ruins, the massive two-story gateway, which is well preserved, gives the visitor some idea of the town's prosperous days.

Kiao-chou to Tsing-tau. This is the last section of the line, and the best for natural scenery. The way is first in an easterly direction and after crossing a large river Lantsun station is reached (341.6 km. from Tsinan); from there on the route is along the Bay of Kiao-chou, with its blue waters, on which ply sail-boats and steamers. At Nan-chuan (351.2 km. from Tsinan) the serrated peaks of Lao-shan come into sight. Passing Chêng-yang (363 km. from Tsinan), a large steel bridge spanning the Pai-sha-ho is crossed to Nu-ku-kou, thence the train runs close to the seashore, with undulating hills on the land side. At Tsang-kou station, Lao-shan, beyond the hills, is again sighted. The Szu-fang Railway workshop is on the left, and passing the Tsingtau Piers the train arrives at the main quarter of Tsing-tau.

Although the following description of Tsing-tau was written subsequent to the restoration of the leased Shantung territory to China by Japan, the Japanese names of places, streets, etc., which replaced the German names, are used throughout, for the reason that at the time of writing, the Chinese names which will probably be used were not known.

For a brief account of the acquisition by Japan of the leased territory, see p. 172

Route XI. Tsing-tau or Ching-tao 青島*

Arrival. The railway station is situated about $\frac{1}{3}$ m. W. of the main quarter of Tsing-tau. There are two steamer piers: No. 1 (Pl. E₃), and No. 2 (Pl. E₃). At these piers motor-cars, carriages, rickshas, and coolie service are available for travellers. On leaving the piers, after passing through the Chinese Customs' premises, and the Chinese quarters called *Ta-pao-tao*, and proceeding farther S. the main section (Seito-ku) of the city is reached.

Rickshas: Inside the city limits, 15 cents up to one mile, over that 10 cents a mile; 20 cents a mile to points outside the city: \$1 a half day, \$1.50 a day. **Carriages:** 70 cents an hour, \$3 a half day, \$5 a day. **Motor-cars:** \$4-5 an hour (varying according to the accommodation and the size of car), \$17-20 a half day, \$25-30 a day.

Hotels. Foreign style: Grand Hotel (5, Pl. E 8, on Maizuru-machi) and Strand Hotel (Pl. H 9, near the sea-bathing place). The latter is open during the season only—each \$6 up. The two hotels are under the same management. **Japanese Hotels:** Antō-kan (Saga-chō), Nisshō Hotel (Hayafune-chō), Azuma-kan (Miyama-chō), Yamato Hotel (Azabu-machi), Aoba-kan (Jitoku-chō), etc. Rates, \$5-10, including room and two meals.

Restaurants. Foreign food: Grand Hotel (above mentioned). **Japanese food:** Dai-ichi-ro (Kiaochow St.), Miura-ya (Shin-machi), Daitatsu (Shin-machi), Kumeno-ya (Kiaochow St.), etc.—\$2-4 a person. **Chinese food:** Chunho-lou, Shunhsing-lou, Linfeng-ko, Takuan-lou, etc.—\$8-20 a table (up to 10 people).

Foreign Consulates: American (3, Pl. F 7, Akaba-chō), British (4, Pl. F 8, Mannen-chō), Russian (Kurume-chō), and Japanese (Pl. E 8; Maizuru-machi).

Post and Telegraph Offices: Taihotō or Tapaotao Post and Telegraph Office (19, Pl. E 7, on Shantung St.), Taikō Post and Telegraph Office (on Hazakura-chō), Seitō Post Office (21, Pl. D 6; Tokorozawa-machi), Wireless Station (Pl. F 7, on Kan-o-yama Hill).

* "Blue Island".

Banks and Currency. *Banks:* Yokohama Specie Bank, Bank of Chosen (both at 22, Pl. E 5; Tokorozawa-machi), Nisshō-ginkō (Ichiba-machi), Chartered Bank of India, Australia, and China (Cornabe, Eckford & Co., agents), International Banking Corporation (8, Pl. D 8; Miyama-dōri), Hongkong & Shanghai Banking Corporation (23, Pl. E 5; Hazakura-chō), Seiryū-ginkō or Chenglung-yinhang (Sino-Japanese Joint-stock bank, on Daikoku-chō), Ryūko-ginkō or Lunkou-yinhang (Sino-Japanese Joint-stock, on Hotei-machi), Bank of China (16, Pl. D 7; Shizuoka-machi), Bank of Shantung (18, Pl. D 7; Honan St.).

The money current in Tsing-tau includes Mexican dollars, small silver coins (10 & 5 cents) and copper pieces issued by the Government of Kiao-chou, and silver dollar-notes issued by the Yokohama Specie Bank.

Weights and Measures. Japanese and native systems are used. Official measures and tailors' measures are used for linear measurements. Capacity is determined, both for solids and liquids, by weighing, the gradations of the scale being the *picul* (133.3 lbs.), *catty* (1/100 of a picul, 1.3 lbs.), and *tael* (1/16 of a catty).

Principal Firms & Stores. *Foreign*—Cornabé, Eckford & Co. (Hazakura-chō), Jardine, Matheson & Co. (Hazakura-chō), Butterfield & Swire (Shizuoka-machi), Standard Oil Co. of New York (Taitungchen), Asiatic Petroleum Co. (do), F.J. Bardens (import & export; Tokorozawa-machi). *Japanese*—Nippon Yusen Kaisha (Hazakura-chō), Osaka Shosen Kaisha (do.), Dairen S.S. Co. (do.), Chosen S.S. Co. (do.), Dai Nippon Brewery Co. (Pl. HI 5), South Manchuria Ry. Shipping Office (Hazakura-chō), Mitsui



Sea-bathing Beach, Tsing-tau

Bussan Kaisha (Tientsin St.), Tōa Tobacco Co. (Shantung St.), Suzuki & Co. (Peking St.), Iwaki & Co. (Hazakura-chō), Okura & Co. (Shizuoka-machi), Japan Cotton Trading Co. (Peking St.), Minemura Yōkō (Hazakura-chō), Tōwa Koshi (Peking St.). *Chinese*—Yüehlai Kungssu, transportation (Peking St.), Hungtai Hao, lumber merchant (Hiroshima-chō); Fucheng Hao, general merchandise (Shantung St.); Tayuheng, general merchandise (Chimo St.); Henghsiang Chan, straw-braid (Tientsin St.), etc.

Situation and History. Tsing-tau, one of the most unique and beautiful cities of the Orient, with a population now said to be in excess of 60,000, is situated in 36°N. lat., 120°E. long., being practically in the same latitude as Tokyo, San Francisco, and Gibraltar. The Concession occupies the N.E. shore of Kiaochou Bay, which cuts into the E. coast of Shantung and faces the Yellow Sea on the S.E. Tsing-tau is about equidistant from Shanghai, Nagasaki, and Chinnampo (Chosen). On November 14th, 1897, the city was occupied by the forces of a German squadron, in consequence of the murder of two German missionaries, and as a result Germany obtained from China a lease of the territory for the term of 99 years. Originally a mere fishing village, the place acquired some importance in 1891, when a fort was constructed and a naval station established; but after this region came under German control a great transformation took place. Formerly the name Tsing-tau was applied to the small island (called *Arkona* by the Germans) in Tsingtau Bay, but, under the German lease, the whole Concession was designated *Kiao-chou*, the name Tsing-tau or Ching-tao being given to the new foreign town. The native residents were induced to migrate to *Tai-tung-chên* and *Tai-hsi-chên*, places in the neighbourhood, and at once the settlement work was started: levelling the hills, making roads, constructing waterworks and sewage works, planting trees, etc., and in a few years there sprang up, as if by magic, a large seaport town with every modern equipment, its houses of German architecture making it quite foreign in appearance. *Tai-tung-chên* and *Tai-hsi-chên*, on the outskirts of the foreign settlement, are pure Chinese communities, with clean streets. A carriage road connects the two with Ta-pao-tao.

When the world war broke out in 1914, Japan, under the terms of her Treaty of Alliance with Great Britain, requested Germany to surrender possession of Tsingtau for the purpose of maintaining peace in the Far East and for the eventual restoration of Tsingtau to China. No reply was made by Germany to this request. Consequently, on August 23rd, Japan declared war against Germany, and took possession of the garrison of Tsingtau on November 7th, 1914, sending more than 5,000 prisoners to Japan for internment until the end of the war. In 1915, China, under the Sino-Japanese Treaty, agreed to recognize for Japan all the rights, interests, and concessions in relation to Shantung Province

which Germany had possessed from China. On December 2, 1922, Japan, in accordance with her declaration made in 1914, was ready to restore the leased territory, but at the request of China the actual transfer was not made until Dec. 10, 1922, for the reason that China was not prepared to accept delivery on the agreed date.

General Description. The city of Tsingtau may be divided into 5 sections: Seitō-ku (former foreign quarter), Taihōtō-ku (or Ta-pao-tao), Futō-ku (Port District), Summer Residence Quarter, and the New Town, built by the Japanese after the war. *Seitō-ku*, facing beautiful Tsingtau Bay, with the green hills of Kan-o-yama and Man-nen-zan in the background, is the administrative quarter of Tsingtau city. Here are found many modern buildings of various government offices, official residences, and schools. *Taihōtō-ku*, contiguous on the N.W. with Seitō-ku, is a mixed quarter for Japanese and Chinese merchants, and is regarded as the commercial section of the city. In it are many kinds of shops and stores. After the revolutionary outbreak in 1911, this quarter became a haven for a great many Chinese from the interior, and the town grew rapidly. North of Taihōtō-ku and close to the landing piers is *Futō-ku*, the headquarters for foreign trade and large business. In it are the Chinese Maritime Custom Bureau, the Pier Office of the Shantung Ry., Taikō Ry. station, where the steamers connect with trains coming from Tsinan way, besides many express companies and wholesale merchants. *The New Town* is located between Taihōtō-ku and Futō-ku. On its main street, Tokorozawa-machi, are modern buildings of the best types: the Post-Office, Yokohama Specie Bank, Bank of Chosen, Mitsui Bussan Kaisha, etc., all of which evidence the great development of the city by the Japanese since the World war. In its N.E. part, near the Great Harbour, over a hundred acres of land were reclaimed in 1919-20. *The Summer Residence Quarter*, S.E. of Seitō-ku, occupies the most beautiful and healthiest section of the city. In it are attractive parks and a well laid out race-course. Its beach affords excellent sea-bathing.

Climate, Sanitation, etc. The best seasons are from the beginning of April to the middle of June, and from the middle of September to the end of November. From the middle of June to the beginning of August is the rainy season, when the district is often visited by very thick fogs; in winter N. winds often prevail. In the hottest season the thermometer rarely rises above 95° F. With its moderate and healthful climate Tsingtau is a favourite resort for foreigners living in Tientsin and Shanghai, who crowd the hotels in the summer months. **Hospitals:** Tsingtau Army Hospital (Pl. F 7; on Mannen-chō), Shantung Railway Hospital (Pl. C 8; near the Main station), Tsingtau Hospital (Pl. F 7, on Mannen-chō), Isolation Hospital (Hiroshima-chō),

Fusai Hospital (for Chinese patients only). Besides these, several private and other hospitals are supported by foreign missions. The Tsingtau Hospital, above mentioned, erected during the German occupation, is the largest and best equipped. It has nine departments: physical, surgical, eye, female, ear, throat, skin, dental, children, and Roentgen ray therapy. Charges, 1st cl., \$7; 2nd cl., \$4 a day. For the prevention of epidemic diseases strict measures are adopted. Complete sanitary regulations are enforced, and refuse-bins, which are emptied every morning by coolies, are placed in the streets and in front of the houses. The streets are well watered. Drinking-water is supplied by the waterworks, completed in 1901. There is a service reservoir at Li-tsun, 9 m.E. of Tsingtau.



Cherry Avenue, Asahi Park—p. 177

Population. The census of 1920 showed a total population of 54,000, the majority consisting of Chinese. Japanese, exclusive of the garrison, numbered 18,300. Foreign residents included about 90 Germans, 50 English, 35 Americans, and 170 Russians.

Religions, Education, etc. Christianity is represented here by Protestant, Roman Catholic, and Greek churches, all of them doing philanthropic work. The two first named have the largest number of adherents. Among the schools are Saitō Middle School (Ariake-machi), Higher Girls' School (Wakazuru-machi), First Primary School (Saga-chō), Public School for Chinese (Peking St.), Tsingtau University, maintained by American missions (Maizuru-machi).

Amusements. In summer Tsingtau is a very lively place, numbers of people going there to enjoy the bathing at *Victoria*

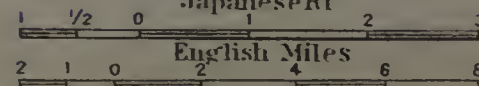


ENVIRONS OF TSING-TAU

Scale 1:500,000

Japanese Ri

English Miles



Bay. This bathing beach, famed as the best along the whole coast of China, has made Tsingtau one of the most fashionable watering-places in the Orient. *The Strand Hotel* (Pl. H 9), close by, is filled with visitors, and balls and concerts are given in the hotel. *Theatre and Cinemas:* Rakuraku-za Theatre (Japanese plays, on Shantung St.); Denkikan (Ichiba-machi) and Asahiza (Chihli St.), both cinemas; Ti-i Wutai Theatre (Chinese plays, Peking St.).

Communications: Steamship Lines. (1) Osaka-Tsingtau: Nippon Yusen Kaisha, Osaka Shosen Kaisha, and Harada S. S. Co.,—each a fortnightly service calling at Kobe, Ujina, and Moji; fares, ¥69 (1st), ¥46 (2nd). (2) Dairen-Tsingtau: Awa Kvōdō S. S. Co., and Dairen S. S. Co.,—each a weekly service; fares, ¥18 (1st), ¥13 (2nd). (3) Jinsen-Tsingtau: Chosen Mail S. S. Co.,—thrice monthly (fare, ¥24). (4) Dairen-Shanghai: South Manchuria Railway Co., about thrice weekly; fares—Dairen to Tsingtau (1st cl., ¥30; 2nd cl., ¥20); Shanghai to Tsingtau (1st cl., ¥35; 2nd cl., ¥25). China Navigation Co., twice weekly; fares, same as the South Manchuria Ry. Co. (5) Hongkong-Tsingtau: China Navigation Co., Indo-China S. N. Co., and China Merchants S. N. Co. (fare, 1st cl., ¥100).

Harbours and Equipment. The Great Harbour, accommodating ocean steamers, is N.W. of Taihōtō. On the N.E. and W. the harbour, about $1\frac{1}{6}$ sq. mls. in area, is enclosed by breakwaters, each 2,690 metres in length, 5 metres in width and height. On the S. side project the two piers previously mentioned, the two standing 150 metres apart. The depth of water at the piers is 13 metres at full tide, 10 metres at low tide. The piers are provided with cranes, and have rail connections with the tracks of the Shantung Railway. Storehouses and coal-sheds stand near the piers. The Small Harbour, S. of the Great Harbour and contiguous to it, is intended for coasting steamers and junks. It has breakwaters on its S. and N.E. sides and is provided with a pier 160 metres long on which are laid rail lines connecting with the regular railway tracks. There is also a pier, projecting into Tsingtau Bay, which is 129 metres long, 6 metres wide. The Floating Dock, in the N. Breakwater, completed in July, 1907, can accommodate a steamer of 16,000 tons; it is 140 metres long, 26 metres wide, and 9 metres deep.

Railways. Tsingtau is connected by rail with Tsi-nan (the capital of Shantung Province), the latter being on the line of railway between Tientsin and Pukow (opposite Nanking). The trunk line of the Shantung Railway is 394 km. (245 m.) long, and its Poshan Branch Line, which starts from Chang-tien, is 39 km. or 24.6 miles long. (For further particulars, see p. 165).

Roads. All the newly constructed roads in the leased territory are broad, with a very moderate gradient—the first-class roads



Chiu-shui, gateway to Mt. Lao-shan—p. 179

are about 100 ft. wide, the second-class about 70 feet. They have macadamized carriage-ways with paved or concrete sidewalks, and the roads are lined by trees.

Trade and Industries. The foreign trade in 1920 totalled Hk. Tls. 67,584,000, of which 34,931,000 represented imports and 32,653,000 exports. The imports consist chiefly of farmers' general produce, besides dye-stuffs, cotton yarn, cotton goods, hardware, matches, kerosene, paper, sugar, etc.; of the exports, straw braid and peanuts head the list, followed by bean-cakes, tussur yarn, cattle-hides, live cattle, eggs, fruit, pongee, etc. Through the opening of the Shantung Railway in 1905, and the opening of the place as a free trade port in the following year, the volume of imports has doubled, thereby exceeding those of Chefoo, and even threatening those of Tientsin. The commercial bodies consist of a Japanese and a native Chamber of Commerce and a number of guilds formed by the Chinese from the various provinces.

Principal Industrial Enterprises. *Manufactures:* (1) *Filature.* There are two large filatures: Tsingtau Silk Filature (at Taitungchen, Chinese town), and the Naigai Cotton Spinning Factory (near Ssufang Station). The former, employing more than 1,000 workmen, makes from cocoons produced in Shantung Province about 100,000 lbs. of raw silk annually; the latter, with 1,500 workmen, has an annual output of 20,000 bales of cotton yarn. (2) *Egg Albumen.* The Sino-Japanese Egg Albumen Factory and Ohoshi Factory are the principal ones of this kind.

These enterprises were started for the purpose of utilizing the abundance of eggs. Egg albumen is exported principally to Europe and America and is used as a provision, for medicinal use, and as a dye-stuff. (3) *Peanut Oil*. The Tōwa Kōshi Works at Taitungchen, equipped with modern machinery, is the largest in this industry. (4) *Beer Brewing*. Nippon Beer Brewery, originally a German plant, was purchased by Japanese and later enlarged. The beer is brewed from local products. There are three brands : Asahi, Seitō, and Sapporo.

Besides the industries above mentioned, salt refining, match and flour manufacture are important businesses. *Mining*. Coal is the most important mineral produced in Shantung. Besides the numerous native enterprises conducted on a small scale, there are two coal-fields exploited by the Shantung Railway, one of them located near the Fangtzu station of the Shantung Main Line, the other at Tzuchuan, reached by the Poshan Branch (see Route X). At *Chin-ling-chên* there is a promising iron-mine. *Tree-planting*. The hills of Kiao-chou, previously bare of trees, were planted with young trees as soon as the district came under German control, a sum of 100,000 marks having been set apart for this purpose. After repeated experiments, acacias, pines, cedars, and cypresses have been found best suited to the soil. Young plants were supplied to the natives gratis from a nursery, and a forestry school was started to give a short course of theoretical and practical training to Chinese lads.

Places of Interest. Being a newly opened district, historic places are scarce, and the parks and other places created by the Germans are still too new to interest visitors. Tsing-tau, however, has a number of spots of great natural beauty, among them being the island of *Arkona* (Pl. E 10) in the Bay, the beaches of *Victoria Bay*, and the hills covered by young pines.

Commander's Residence (Pl. F 8), at S. foot of Kan-o-yama, is a magnificent building which once was the residence of the German Governor-General. Its well-kept garden, containing many cherry trees, is open to the public when the trees are in blossom.

Kan-o-yama Hill, also called Flagstaff Hill (99 metres high) is well wooded with pines. A wireless station and a signal station are located on it. From the summit a panoramic view of the city and the sea is obtained.

On *Mannen-yama*, also known as Mt. Bismark (altitude, 132 metres), and *Asahi-yama* or Mt. Iltis (150 metres above sea-level), were the sites for powerful batteries of the German forces. They are good vantage points for viewing the surrounding country.

Asahi Park, occupying the level ground between Mannen and Asahi hills, and facing the beach on the south, is a favourite

resort of the residents, especially in spring when numerous cherry trees, transplanted from Japan by the Germans, are in bloom.

Pear Groves of Litsun. In the neighbourhood of Litsun village (10 m. N.E. of Tsingtau) are many pear orchards. In blossom they appear like numerous white clouds. The Litsun pears are noted for their good flavour.

Visit to Mt. Lao-shan 嶗山

Mt. Lao-shan is the name given to the mountain range, covering an area of about 60 square miles, which forms the north-eastern boundary line of the former leased territory. Lao-shan is one of the two famous mountains of Shantung Province; the other is Mt. Tai-shan (p. 134). Though the whole range consists principally of granite, and is sparsely wooded, its curious rock formations and foaming water, which are met with everywhere in the region, give it a certain scenic beauty. The many old temples in the range blend well with the natural scenery of the mountain.

Route to Lao-shan. The distance from Tsingtau to Panfang (20 m.), the starting point for the ascent, *via* Taitungchen, Litsun, and Chiushui, can be covered by motor-car (\$30-35 a day, \$20-25 a half day) in about one hour; or by carriage (\$8 a day, \$5 a half day). For mountain climbing beyond Panfang, palanquins are available. Charges: 50 cents to Liushutai, \$1 to Peichiushui, \$2 to the summit of Lao-shan. Guides can be hired; 50 cents a day.

The road from Li-tsun to Chiu-shui is along the upper course of the Changtsun River. Farther on, following the right bank of



View from the summit of Mt. Lao-shan

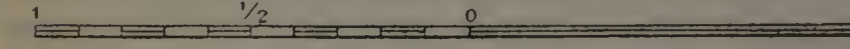
CHE-FOO

Scale 1:20,000

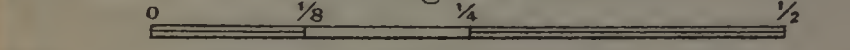
Japanese Ri



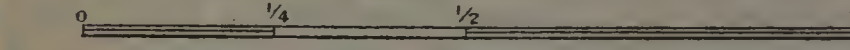
Chinese Li



English Mile



Kilometer



REFERENCE NUMBER.

- 1 Standard Oil Co. of New York J.3
- 2 Cornabé, Eckford & Co. J.3
- 3 Iwaki & Co. J.3
- 4 Ching-kee & Co. J.3
- 5 Chien-lung Bank J.4
- 6 China Merchants S.N. Co.'s Office J.4
- 7 Bank of Communications J.4
- 8 International Council of Chiefof L.6
- 9 Chinese Police Office J.6
- 10 Custom Inspection Office J.6
- 11 Stock Exchange Office H.4
- 12 Tien-hou-kung (Temple) G.5
- 13 Fish Market J.5
- 14 Quarantine Station F.7



the Hanho river, the valley gradually narrows and the scenery becomes more and more picturesque.

Chiu-shui (17 m. from Tsingtau), the gateway to the mountain, is situated close to a charming rivulet and is shaded by several old trees. Here a rest-house, built by the Germans, is now a Japanese inn. The striking scenery continues along the valley for about 2 miles—as far as Liu-shu-tai.

Liu-shu-tai (5 m. from Chiushui) is a terrace, 1,500 ft. above sea level, which affords a most beautiful view of the neighbourhood. A large sanatorium, called Mecklenburg House, built here in 1904, was destroyed by fire in the war of 1914; a small summer hotel now occupies the site. There are also several Japanese and Chinese tea-houses at this place. Descending a steep slope for about 2 miles from Liu-shu-tai, Pei Chiu-shui is reached.

Pei Chiu-shui. On both sides of the valley are seen a number of red brick buildings scattered here and there—former residences of Germans. After crossing a bridge an old temple, Pei Chiushui-miao, embowered in pine and bamboo trees, will be noted. The path which diverges here to the N.W. leads to the temple of Ta-lao-kuan and to Shui-ching-kung Waterfall, both situated on the lower course of the Pai-sha-ho.

Proceeding S.E. along the upper course of the river, one arrives at the junction of two paths (2,550 ft. above sea level) where there is a rest-house erected by the Tsingtau Mountaineering Club.

Lao-ting (altitude, 3,788 ft.), the main peak of the Lao-shan range, is situated outside the boundary line of the former leased territory. The summit, a flat rock (1 sq. metre) not marked by any monument, commands a superb view over an extensive territory. There are two routes to Laoting. One, S.E. from Liu-shu-tai, crosses the boundary line, the other is a water route as far as Ta-ching-kung on the southern sea-side; the rest of the way is by mountain path.

Route XII. Chefoo* and Weihaiwei †

Arrival. Chefoo lacks railway connection, but enjoys many facilities of sea transportation. Travellers arriving by steamer from the north: Vladivostok, Jinsen, Antung, Dairen, Newchwang (Yingkou), Chin-wang-tao, or Tientsin, or from the south: Shanghai, Tsing-tau, or Weihaiwei, are landed by means of sampans at the New Jetty (Pl. I 2). Near the jetty are hotels, restaurants, consulates, banks, shops, post-office, etc. At the pier coolies are available for carrying baggage; they charge about 10 cents for delivery to any place in the neighbourhood of the jetty. *Rickshas*, 20 cents a mile.

Hotels. *European Hotels.* Astor House Hotel (Pl. L 3) on the E. coast, with a view of Yen-tai-shan Hill and Chefoo-tao and Kung-tung-tao Islets, and with sea-bathing facilities; Ras Horme Hotel (Pl. O 8) in Tung-ma-lou Street, each \$6-7 a day. *Japanese Hotel:* Aikoku-tei or *Ai-kou Hotel*, on the E. coast, Japanese meals, \$4 a day. Chinese Inns are numerous, but suitable only for Chinese. *Restaurants.* *European Food:* Fo-hai-chun, Kuang-hsing-fang, Lo-ming-yüan;—dinner, \$1.50. *Japanese Food:* Kikusui or *Chü-shui*, Hinomaru or *Jih-wan*, Aikoku-tei. *Chinese Food:* Hui-ying-lou, Yung-lung, Tê-yüeh-lou, Kuang-hsing-fang.

Foreign Consulates: There are a number of important consulates at Chefoo—the American (at Yen-tai-shan; Pl. L 2); British (at Yen-tai-shan; Pl. K 2); Japanese (at Yen-tai-shan; Pl. J 1); besides consulates of Belgium, Italy, Denmark, Holland, Norway, and Sweden, located in various parts of the city.

Custom-House. (*Tung-Hai-kuan*; Pl. I 3) near the new pier.

Banks (*Yin-hang*). *Foreign:*—Several foreign banks are represented either by a branch office or agency: the Seiryū Ginkō or Chien-lung Bank (5, Pl. J 4), Butterfield & Swire or *Tai-koo* (agents for the Hongkong & Shanghai Banking Corporation; Pl. J 3), Cornabé, Eckford & Co. or *Ho-kee* (agents for the Chartered Bank of India, Australia, and China, Banque de l'Indo-Chine, and Mercantile Bank of India). *Chinese: Modern Banks:*—Bank of China or *Chung-kou Yin-hang* (Pl. I 4, 5); Bank of Communications or *Chiao-tung Yin-hang* (7, Pl. J 4); Shantung Bank (near the Bank of Communications); Commercial Bank (Pl. H 5).

Currency. The currency circulating in Chefoo comprises: (1) Yin-liang, or silver ingots, sometimes called "Shoe Silver," including *Pao-yin* (made at Chefoo), *Chin-pao-yin* (made at Yingkou, Kirin, and Hupeh), and *Pai-pao-yin* (made at Weihsien and Huanghsien in Shantung); (2) Mexican dollars (these require careful examination before being accepted, as counterfeits are numerous); (3) Small silver coins of the denominations of

* 芝罘 Lit. *Che* (a species of fungus emblematic of long life)-foo (a screen or partition)

† 威海衛 ("Majestic sea district")

10 cents and 20 cents (mostly minted in South China); (4) Copper coins (1 cent pieces); (5) Copper cash (called *Chih-chien*), thin, round pieces with a square hole in the middle (value $\frac{1}{10}$ cent); (6) Silver notes or *Yin-piao*, issued by the Russo-Asiatic Bank, and the Hongkong and Shanghai Banking Corporation; (7) Copper cash notes of *Chien-piao*, issued by the native old style banks, convertible into one or several *tiao* of cash. (The *tiao* contains about 50 pieces of copper cash, tied together by passing a string through the square hole).



Chefoo

Weights and Measures. (1) Linear measures consist of tailor's measure (*Tsai-chih*) and carpenter's measure (*Kung-chih*), the former for cloth, the latter for all other purposes. The unit in the tailor's measure corresponds to about 1.12 ft. of the English scale, and that of the other measure is 1 in. shorter. (2) Capacity Measure: *Hai-tou*, the unit, equal to about 1 English pt.; is used in measuring rice and other cereals, but the measures in practical use are by no means uniform, as each merchant makes his own measures of capacity. **Weights:** 1 chin, which equals 1.32 lbs. or 16 liang.

Post, Telegraph, and Telephone. General Post-Office (Pl. J 3), Telegraph Office (Pl. M 4,5), Telephone Office (Pl. M 5).

Notable Products of Chefoo: Silk pongee or *Chien-chou*, largely used by foreigners for summer wear; silk lace, exported to Europe and America; fruit: grapes (*pu-tao*) pears (*li*), apples (*pin-kuo*); *pai-tsai*, a kind of greens; *fên-kan*, a kind of vermicelli made from beans; peanuts (*lo-hua-sheng*).

Leading Business Firms. *Foreign firms* are situated near Yen-tai-shan, forming a colony by themselves, and include branches of the large commercial houses, similar to those in other treaty ports. The principal firms are engaged in banking or insurance, combined usually with the shipping or export business : Butterfield & Swire (or *Tai-koo* ; Pl. J 3), Cornabe, Eckford & Co. (2, Pl. J 3), Standard Oil Co. of New York (or *Mei-foo* ; 1, Pl. J 3), Debenham's Co. (silk, lace, and straw braid), McMullan & Co. (silk, cocoons, and hair-nets), Paradissis Frères et Cie (pongee, lace, and hair-nets), Evans & Co. (coal), Railton & Co. (silk and cocoons), etc.

Japanese Firms :—Mitsui Bussan Kaisha or *San-ching Yang-hang* (Pl. J 3), Iwaki Shōkai or *Yen-cheng* (shipping ; 3, Pl. J 3), Tōa Tabako Kaisha (or Tung-ya Tobacco Co.). Leading native establishments are Chao-shang-chü, Ching-kee, Yü-hua-hêng, and Chung-kuo Shang-yeh Lin-chuan Kung-szu (all these are steamship companies) ; 27 junk shippers ; about 60 general goods stores, such as Ho-shun, Shuang-shêng-tai ; about 20 grain stores, 30 sugar stores, 24 lumber stores, and several pongee stores. Yü-shun-kung, Kung-shun-tê, Tung-tê-hêng, are stores which handle the silk pongees that constitute a noted local product, much of which is purchased by foreign visitors.

Situation and History. Chefoo, Shantung Province, is the name given this Treaty Port by foreigners. The Chinese name of the place is Yentai, which means "Smoking Cairn," or "the place where signal fires were made in times of warfare." Chefoo proper is on the opposite side of the harbour. Chefoo, situated in 37°N. lat., 121°E. long., lies on the S. coast of the Gulf of Pechili, across which is Port Arthur, Dairen, and Newchwang. Originally a mere fishing village, Chefoo has steadily advanced in prosperity since its opening to foreign trade in 1862,—being on the route of steamship traffic between North and South China.

Streets : Yen-tai-shan or Mt. Yen-tai (170 ft.), projecting into the sea, and the sea-coast from the S. foot of Yen-tai towards the E., are occupied by the foreign colony and are traversed by wide, clean streets. The shores E. of the colony make good bathing and picnic places. W. of the colony, is the anchorage for steamers, a new harbour where there are well-equipped piers, and back of them extend the native streets, of which the most thriving are *Tung-Ta-chieh* (Pl. G 5) and *Hsi-Ta-chieh* (Pl. D 5), extending from E. to W. through the central part of the town and intersected by several cross-streets.

Population : Estimated at about 65,000, consisting mostly of Shantung natives and of merchants from Kwangtung, Ningpo, Fuhkien, etc. There are about 1,000 European and American residents : officials connected with foreign consulates or maritime customs, members of trading firms, and missionaries. Japanese number about 400, principally traders.

Government Offices: The District Governor's Office or *Kiao-tung Tao-yin Yamen* (at An-jên-chieh; Pl. J 6); Customs Inspection Office or *Tung-hai-kuan Chien-tu Kung-shu* (Kuang-jên-tang-chieh; 10, Pl. J 6); Police Office (9, Pl. J 6); Shantung Water Police Office (Pl. F 6); Local Court of Justice (Pl. C 4); Local Commander's Office (Hsi-ma-lu; Pl. D 5).

Sea Communications. Unlike the harbours of Tientsin and Newchwang that of Chefoo never freezes, but the sea outside the port is apt to be very rough in winter, often interfering with the schedule of stated steamship service. The steamship lines connecting with Chefoo are as follows:—(1) Shanghai—Tientsin (or Ching-wan-tao) Lines, *via* Chefoo and Weihaiwei, by China Navigation Co. (twice weekly), China Merchants' S. N. Co. (twice weekly), Kailan Mining Administration (about weekly), and Indo-China S. N. Co. (irregular); uniform fare: to Shanghai \$55 (1st cl.), to Tientsin \$40 (1st cl.). (2) Hongkong—Tientsin Lines, *via* Weihaiwei and Chefoo, by China Navigation Co. and Indo-China S. N. Co. (both with frequent sailings from March to November)—fare to Hongkong \$90 (1st cl.). Besides these there is frequent service between Chefoo and Dairen, and between Chefoo and Newchwang.

Local coasting service connects Chefoo with Weihaiwei (1 trip daily), and with Têng-chou, Yang-ma-tou, Lung-kou, and Hu-tou-ai (twice a week). A steamer leaves Chefoo every evening for Port Arthur and Dairen, arriving at destinations the following morning.

Besides this service, steamers of the China Merchants' Steam Navigation Co. and the foreign steamship companies mentioned, run between Newchwang and Hongkong, *via* Amoy and Swatow, calling at Chefoo.

An important item of the shipping traffic of Chefoo is the carrying of Shantung emigrant coolies,* who in large numbers leave this port, and also Lung-kou,† by steamers or junks for Dairen, Antung, Yingkou (Newchwang), and even for Vladivostok. Many of them stay a number of years in Manchuria or Siberia, returning with the money saved from the wages of their labour.

†*Lung-kou* is in the jurisdiction of Huang-hsien, about 14 m. W. of the walled town of Huang-hsien. Its inlet forms a small basin, but is too shallow to admit steamers of over 1,000 tons, which are obliged to anchor about 1 m. off shore. Except in winter, business is very active in the town, as it is situated within easy reach of the prosperous market of Huang-hsien, a commer-

* **Shantung Coolies.** Shantung, though densely populated, has a comparatively poor soil, so that its labouring people, like those in Fuhkien, periodically emigrate from Chefoo to Siberia and Manchuria to seek employment, the emigrants numbering more than 100,000 a year. The coolies start in spring and return in autumn, though some remain a number of years, and these migrations furnish profitable business for the shipping companies.

cial market for exports originating at Hu-tou-ai and Yang-chio-kou. A regular shipping service also connects this little port with Yingkou. *Population*, between 7,000 and 8,000.

Junks. Formerly junks engaged in the coasting trade were numerous, and they ventured even as far as the ports of Chosen and of South China. For the most part they have been superseded by steamers, and now comparatively few junks enter Chefoo.

Anchorage. With an open harbour the year round Chefoo possesses an advantage over Tientsin and Newchwang, and the old handicap of the harbour being dangerous when the northern winter winds prevail has been removed by the construction of a huge concrete breakwater (a half mile long), a quay wall, and a mole across a stretch of water which has a depth of about 22 ft. at low tide, entered by a channel 30 ft. deep at low water. Provision is made for 11 lateral piers inside the quay wall, which is wide enough for railway tracks and vehicles. One pier is now available.

Communications by Land. The most important connection is that recently inaugurated between Chefoo and Weihsien (p. 167), along the projected ry. line, by means of a daily motor-bus service, 12 hrs., \$13.20 each way, providing an outlet for Chefoo through Shantung Province to the Shantung Ry. *via Têng-chou, Huang-hsien* (60 m.), *Lung-kou* (p. 183), and *Lai-chou* (about 120 m.). Huang-hsien (pop. about 10,000) is the largest of these towns. Leading into the interior are several other highways, provided with post stations at intervals of a day's journey, which, kept in fair repair, lead through hilly regions or sandy plains. Donkeys, donkey-carts, and wheelbarrows are the means of conveyance. A highway leads from Chefoo *via* Fu-shan-hsien (10 m.) due W. to *Ta-hsin-tien*, the wealthiest place in the province. Here the road to Lai-chou turns left and runs W.S.W. along the Tsinan Highway, the road to *Têng-chou* bends to the right and runs E. About 15 m. S.W. of Lai-chou is *Sha-ho*, an important centre of straw braid manufacture.

Yang-chio-kou (26 m. from Chefoo) is on the right bank of the river Hsiao-ching-ho, about 14 m. from its mouth, which opens into Laichou Bay, a small inlet on the S. coast of the Gulf of Pechili. In the seasons of coolie travel the coasting steamers run up the river to this place. The town contains about 1,800 inhabitants, and though active in the emigration season, it is very quiet in the winter months, when business is practically at a standstill.

Climate and Sanitation. The climate of Chefoo is comparatively mild, and generally bracing, the thermometer rarely rising above 90° F. in summer and scarcely ever falling to 15° below the freezing point in winter. The rainy season begins in July and ends in the middle of August. Snow generally falls at the beginning of November. South winds prevail from April to September and North winds from October to March. Sanitary provisions are practically non-existent in the native quarters; the foreign quarters are well cared for in this respect.

Hospitals. L'Hôpital Général de Tchéfou (Pl. L 4), Presbyterian Hospital (Pl. E 9), Lily Pouthwaite's Memorial Hospital (west of Tung-ma-lu street), Japan Red Cross Hospital (Pl. L 4).

Drinking-water is supplied by public and private wells in various sections of the city ; at the private wells a charge is made for the water. A good water supply is a pressing need in Chefoo.

Religion and Education. *Temples* :—*Yu-huang-miao* (Taoist), on the slope S.W. of the city ; *Chu-lin-szu* (Buddhist), about 7 m. S. of the city proper. *Churches* :—St. Andrew's Church (at the E. beach), St. Louise Church (at the foot of Yen-tai-shan), Union Church (at the same place), St. Peter's Church (at Tung-shan, S.E. of the city), Temple Hill Church (at the foot of a hill, S. of the city). *Schools* : *Shih-i Hsüeh-kuan* and *Fa-wên Hsüeh-tang*, both under missionary auspices, Naval Cadets' School, maintained by the government, and several girls' schools. *Newspapers* : The Chefoo Daily News (English-daily), Chefoo Jih-pao, Chin-hua Jih-pao, and Chung Shêng, these three are Chinese dailies.

Industries and Commerce. *Fishery.* The neighbouring sea has been noted from olden times for its abundance of fish, the principal catches being sea-bream, mackerel, etc. These, salted or dried, are shipped in quantities to North and South China. The fishing-boats look very much like ordinary junks. *Industry.* Tussur-yarn factories, making pongee silk, number 42, of which only the I-fêng factory is operated by steam-motors, the rest entirely by human labour,—each house employing from 100 to 700 men. The total export of this famous local product amounts to over 100,000 piculs annually, valued at more than Hk. Tls. 3,000,000. The hair-net trade has developed in recent years. The hair is



View of Yen-tai-shan Hill, Chefoo

made into nets by children in the interior. Bean-oil factories number 30; bean-cakes, a by-product, are exported in large quantities. *Farming and Stock-breeding.* Farm products are peanuts, flax, melon-seeds, prunes, vegetables, etc., these being exported yearly to the extent of about Hk. Tls. 800,000. Chefoo is the centre of the fruit trade of North China. Foreign fruit of excellent quality is grown in the neighbourhood and is exported annually to the amount of about Hk. Tls. 300,000. Stock-breeding—cattle, sheep, and swine—is carried on by farmers, millers and bean-curd makers as a subsidiary business. The cattle and some of the swine are sent to Dairen, Port Arthur, Vladivostok, etc.; the sheep are utilized at home for their wool, meat, and skins.

Trade. The trade of Chefoo for 1920 totalled Hk. Tls. 37,838,000, consisting of Hk. Tls. 18,244,000 in imports and Hk. Tls. 19,594,000 in exports. Of imported foreign goods, the greater part comes from Osaka and Kobe, though Shanghai supplies an important share. The chief articles of import are cotton yarn and cloth, cotton piece goods, cigarettes, matches, kerosene, sugar, iron ware, etc. The exports consist of vermicelli, bean cakes, peanuts, vegetables, pongee, tussur-yarn, beef, etc. The trade of Chefoo has suffered much from the competition of Yingkou, Dairen, and Tsing-tau. The two former have taken a large part of Chefoo's foreign trade in Manchurian products, which were brought over by junks. But the greatest blow was the rise of Tsing-tau with its railway facilities. The best hope for Chefoo's future apparently rests on the project of building a railway between the port and Weihsien on the Shantung Railway—connecting it with Tsi-nan. This enterprise, projected in the last years of the Manchu Dynasty, has not yet been realized.

Markets on the western model do not exist here, but there are native fairs dealing in vegetables, fish, poultry, flour, fruit, vermicelli, etc.

Commercial Organizations. Chefoo Chamber of Commerce, or *Shang-wu Tsung-hui* (native) and the Foreign Chamber of Commerce; Provincial guilds (*Hui-kuan*): Chao-chou Hui-kuan, Fuhkien Hui-kuan, etc.; various associations of allied businesses, known as *Kung-so*, viz., Chien-yeh Kung-so (cocoons), Ningpo-Chuan Kung-so (shipping), Chien-yeh Kung-so (money exchange), etc. Chefoo also has the *Kung-ku-chü*, or Public Silver House, which determines the quality and quantity of silver ingots, and issues Yin-liang lumps (Shoe Silver). The weight used is the *Chefoo Tsao-ping*, 1 *liang* of which equals 563.77 grains Troy; the silver ingots annually handled by this house amount to some 6,000,000 Taels.

Amusements. Recreation and sports are provided for the residents by the Chefoo Club (for foreigners) and the Japanese Residents' Club, both on the coast at the E. foot of Yen-tai,

also at a spacious recreation ground near the E. Fort, and at a race-course (where horse races take place annually in October), under the W. Fort. The native theatres are open all the year round, and along the E. beach, watering-places provide healthful places for summer outings.

Places of Interest. There are not many places of interest, but visitors will find the old temple known as *Yü-kuang-miao*, on the slope of a hill that rises back of the native town, of interest. The temple faces the Gulf of Pechili and commands a good view. Another temple called *Chu-lin-szu* is about 6 m. S. of the city and affords a pleasant walk both in spring and autumn. If not pressed for time a visit to *Weihaiwei*, formerly the headquarters of the Chinese Peiyang Admiralty, and now leased to Great Britain, should be made.

Weihaiwei

Hotels. King's Hotel, Island Hotel.

Situation and History. The harbour of Weihaiwei is near an angle of the Shantung Promontory, in lat. $37^{\circ} 30' N.$, long. $122^{\circ} 10' E.$, about 14 m. E. of Chefoo, facing Port Arthur across an expanse of sea about 115 m. wide. Formerly the site of the once celebrated Peiyang Admiralty, it was occupied by the Japanese in 1894-5, and the place, together with the adjoining waters, was later leased to Great Britain in accordance with the Anglo-Chinese Treaty concluded in July, 1898, which stipulated that the lease was "for so long a period as Port Arthur shall remain in the occupation of Russia." It is now a free port, and a summer station of the British Asiatic Squadron. At the time this edition was in press negotiations were underway for the return of the lease to China.

General Description. Weihaiwei is sheltered by hill on the S.W. and N.W. and is open to the sea on the E. The city consists of three parts: Ma-tou (European quarter), Liukungtao Island, and the walled town (native). The British lease covers about 288 sq. m. and extends 26 m. from E. to W, 18 m. from N. to S. Within this area are 330 villages, containing a population of over 150,000. The coast-line measures about 72 m. and is rich in scenic beauty. *Ma-tou*, the European quarter, is provided with a large pier, Government Office, Hospital, Post and Telegraph-Office, Church, etc. *Liu-kung-tao* is a small island about 2 m. from E. to W., 1 m. from N. to S. and 5 m. in circumference. Here once stood a villa of the Liu family, hence the name of the island. Several of the former Chinese Admiralty buildings are now used by the British. The British Naval Club, for instance, was formerly the Peiyang Naval Headquarters. Along the E. and W. streets are situated the Naval Shipyard, Reservoir

Office, Telegraph-Office, Post-Office, etc. and shops of various kinds. There are three piers; the largest of which, of steel, is reserved for the use of the British Squadron which anchors here every summer, opposite the pier and Huangtao Island. The next pier is a stone structure at the W. end of the foreign quarter and is used by commercial ships. The third, located between the other two, is the smallest and is intended for junks. Steam-launches are in service between Huangtao Island and the foreign quarter. The streets on the island are clean and suitable for walking. *Weihaiwei*, or the Chinese town, is situated at the foot of *Na-ku-shan*, its walls, dating back to about A. D. 1398, are 30 ft. high, 20 ft. thick, and 3 m. in circumference, and within them reside about 7,000 people. Here are situated a branch of the Wëntêng-hsien Prefectural Office, together with other public offices and shops of many kinds. Twice a week fairs are held, at which the products brought from neighbouring villages are offered for sale.

Places of Interest. Besides its mild and salubrious climate, the district is rich in beautiful scenery and historic relics, of which Huan-tsui-lou, Pa-chio-lou (both low towers), Wang-yüeh-tai (a terrace), Hsing-shih (a rock), Shui-lung-kung and Han-lung-kung (temples), and Po chih-ai (a cliff), may be mentioned. There is a hot spring bath-house,* constructed by Japanese troops when they occupied the place.

Communications. Weihaiwei does not have the benefit of many facilities of steamship connection, the only service available being the steamers of Butterfield & Swire (*Tai-koo*), those of the China Merchants' S. N. Co., and of Jardine, Matheson & Co. (*E-woo*), which call weekly or semi-weekly as they journey between Shanghai and Tientsin (*via* Chefoo). But the place is kept in close touch with Chefoo by steam-launches which make the trip every other day, the distance being covered in from 4 to 6 hours. The overland journey between the two places requires about a day and a half by sedan-chair.

* **The bath-house** is on the seashore, only a minute's walk from the E. Gate of the native town of Weihaiwei. The water is colourless, transparent and odourless, and, according to the analyses of Japanese army surgeons and other experts, it is good for rheumatism, gout, women's diseases, anemia, scrofula, chronic skin-disease, and disorders of the digestive organs. Baths are provided for foreigners in the British owned section; there are also accommodations for the natives.

Route XIII. The Yangtze River as a Tourist and Traffic Route

The Yangtze River or Yangtze-kiang 揚子江, one of the great rivers of the world, in its main course, from south-eastern Szechwan down to the boundary of Kiangsu, is known to the Chinese as the *Kiang* or *Chiang*, ("River *par excellence*"), the *Ta-kiang* ("Large River"), and the *Chang-kiang* ("Long River"). It is also known locally by various other names: the *Mura Ussa* ("Tortuous Waters") in Tibet, the *Chin-sha-kiang* ("Gold-sand River") in Szechwan and Yünnan, because of the gold and the quartz-bearing rock along its banks, and in its lower course, after entering Kiangsu Province, as the *Yangtze-kiang*. By foreigners and Japanese the river is generally spoken of as the Yangtze-kiang.

The great rivers of the world, in their order, are:

	Miles
Mississippi, with the Missouri (United States)	4400
Amazon (South America)	4050
Nile (Africa)	3370
Yangtze-kiang	3250
Obi (Siberia).....	3200

Though the length of the Yangtze-kiang is generally given as about 3,250 m. long, some writers give it as 3,500 m., the difference



Hei-sz-hsia, one of the Ichang Gorges—p. 213

being due chiefly to a lack of accurate figures as to the length of the river's upper course. From its upper reaches in Yünnan and Szechwan the river takes at first a N. E. and then an E. course in the main, thus traversing nearly the whole of China from W. to E. This great waterway therefore divides China Proper into two almost equal parts, with eight provinces in the N. and eight in the S., with the provinces of Anhwei and Kiangsu lying partly in both sections. The valley of the Yangtze, called the "Yangtze Basin," is the heart of a continent, embracing six large provinces and a part of two others. It has an area of 700,000 sq. m. and a population of some 200,000,000. The river is navigable for steamers for 1,000 m. of its lower course, and for steam-launches for 300 m. farther up, and for junks for 200 m. farther (altogether 1,500 m. or nearly half the river's length). The amount of water discharged at its mouth is estimated at 770,000 cubic feet *per* second. On the main river and its tributaries there are 11 treaty ports: Shanghai, Chin-kiang, Nanking, Wu-hu, Kiu-kiang, Hankow, Yo-chow, Chang-sha, Sha-si, I-chang, and Chung-king; besides other ports open under certain restrictions—Chang-teh and Siang-tan in Hunan, Wu-süeh in Hupeh, Hu-kow, Nan-chang, and Wu-chêng in Kiangsi, Ta-tung and An-king in Anhwei, and Tung-chow in Kiangsu. This mighty river, flowing through the very heart of China, is now fast becoming a highway for international traffic, a fact which is absolutely unique among the great rivers of the world. While the basin of the Huang-ho in the N. is of greater historical interest, as the earliest seat of Chinese civilization, the great commercial interests of China will be centered in the Yangtze basin, on account of its immense wealth and variety of products.

(1) *The Upper Course* of the Yangtze consists chiefly of rapids. For about 1,200 or 1,500 m., between the river's source in Tibet and Ping-shan-hsien, near Sü-chow, in Szechwan Province, the Yangtze is not navigable. Starting from the Marco Polo Range in Tibet, in lat. 35°N., long. 92° E., and taking a S.E. course across Eastern Tibet, the river is met at the S. foot of the Bayan-kara Range by three affluents, which greatly augment its volume; then, W. of Batang, in Szechwan Province, it makes a bend southward, and cutting its way through a wild, mountainous region in an unbroken ravine—"the valley being nowhere wider than the river bed"—and rushing on in one tumultuous torrent for several hundred miles, it reaches Li-kiang, in Northern Yünnan. Here it is sharply deflected from its southward course, and, after making several unsuccessful attempts to force its way in a N. E. direction—making three sharp bends, at Chung-tien, Yung-peh, and Hwei-li-chow—it takes a settled eastward course at Ping-shan, in Szechwan. The river has now greatly increased in volume, through many affluents, the chief among them being the rapid flowing and unnavigable *Ya lung-kiang*, coming down

from the highlands of Szechwan. The tremendous force of the river in this upper section is largely due to the difference in level between its source and Ping-shan. If the height of the river at its source is put at 16,400 ft. above sea-level and at 1,000 ft. at Ping-shan, the difference is 15,400 ft., or in these first 1,250 m. an average fall of about $12\frac{1}{3}$ ft. *per* mile.

(2) *Middle Portion* (about 700 m.) between Ping-shan and I-chang. Ping-shan, situated on the high plains of Szechwan, 1,700 m. from the mouth of the river, is the head of present junk navigation. At Sü-chow the famous *Min-kiang*, rising in Tibet and flowing through the plains of Chêng-tu, joins the main stream. This tributary is much more useful, on account of its superior navigability, than the main stream above Ping-shan—not to speak of its immense service in irrigating the plains of Chêng-tu. At Lu-chow the Yangtze is joined by the *Tze-ho*, also called *Lu-ho*, and again at Chung-king by the *Kia-ling-ho*, both flowing from the N.,—the latter from the Chinling Range in Kansu Province.

From Kweichow Province in the S. there flows into it but two tributaries of any importance: the *Ho-kiang*, also called *Kih-shui*, and the *Wu-kiang*. Between Chung-king, the only treaty port of Szechwan, and Wan-hsien, near Kwei-yang city, the river is between 500 and 650 yds. wide, and as a rule from 20 to 30 ft. deep, and is navigable with comparative ease. But between Wan-hsien and I-chang, in Hupeh Province, the river cuts its way through mountain ranges running in a transverse direction,—its channel, narrowed to some 80 yds., is shut in by precipitous mountain walls on both sides. In this section are found the terrific “Three Gorges,” famous because of the extremely exciting passage through them and for their wonderful scenery. Several successful attempts had already been made by small gunboats and steam-launches to navigate the gorges, before there was inaugurated under the greatest difficulties a steamship service on this wild portion of the Yangtze—the second attempt proving successful, (p. 211). It is now possible to make the round trip from Shanghai to Chungking (about 1,400 m.) on modern, well-equipped steamers, in 20 days—one of the most interesting trips in China.

(3) From I-chang down to the mouth of the river, a distance of 1,000 m., the Yangtze is navigable for steamers of considerable size. A little below I-chang, the river begins to wind its way through the extensive alluvial plain of Hupeh Province, and passing by Sha-si (a treaty port) it dips down, after many meanderings, into Hunan Province where, at Yo-chow, its volume is increased by the waters of Lake *Tung-ting*. Here the Yangtze makes a sharp turn towards the N. E., and, after flowing for 121 m., is met by the river *Han*, or *Han-shui*, a tribu-

tary flowing from Chinling Range in Kansu and celebrated on account of its historical and poetical associations, no less than on account of its large volume of water and busy junk traffic. Here are located the cities of Hankow and Han-yang on the Han and Yangtze, and Wu-chang, opposite them across the Yangtze. The river now makes a bend towards the S. E. and enters Kiangsi Province, where at Kiu-kiang it is joined by the waters of Lake *Po-yang*. Here the Yangtze makes another sharp bend towards the N. E., being turned aside by huge Palæozoic rocks blocking its way; then it runs in the same general direction till it reaches Nanking, and thence holds to a S. E. direction till it enters the sea near Shanghai. At its mouth is Tsung-ming-tau, an island formed by silt deposits which divides the entrance into two channels. The island has an area of 65 sq. m. and a population of over 200,000. There are seven other smaller islands and yet others in course of formation. The S. Channel is generally chosen by large vessels, as it affords a safer passage. On the mainland facing the S. Channel, at the mouth of the Whang-poo-kiang, is Woo-sung (well known on account of its fort), which is the anchorage for all ocean liners calling at Shanghai, the latter being situated 13 m. above on the Whang-poo. Shanghai is roughly said to be situated at the mouth of the Yangtze.

Steamship Service on the Yangtze. There are five steamship routes on the Yangtze and its important tributaries: (1) between Shanghai and Hankow, (2) between Hankow and I-chang, (3) between Hankow and Siang-tan, (4) between Hankow and Chang-teh, and (5) between I-chang and Chungking.



(1) Shanghai-Hankow Route

This route is 585 m. long,—572 m. on the main river and 13 m. on the Whang-poo. The steamers generally make the up-trip in 80 hours, and the down-trip in 60 hours. In summer, when the river is often 27 ft. deep, it is navigable as far as Hankow by large ocean liners and by warships of 10,000 tons. In winter the depth is reduced to 11 or 12 ft., and this, together with the frequent changes of the current, then makes its navigation no easy task. The following steamship companies maintain regular steamer service between Shanghai and Hankow throughout the year: (1) Nisshin Kisen Kaisha (Japanese), (2) China Merchants' S. N. Co. (Chinese,) (3) China Navigation Co., (4) Indo-China S. N. Co. (both British). Tickets of the last three companies are interchangeable. The principal ports of call, the distances and the fares (of the Japanese company) thereto from Shanghai are as follows:—

From Shanghai to	Miles	Fare (1st cl.) in dollars*	
		Single	Return
Chin-kiang	165	16	24
Nanking	212	18	28
Wu-hu	264	25	35
Kiu-kiang	450	45	65
Hwang-shih-kang	528	50	75
Hankow	585	50	75

Towns en route. The steamers of these lines usually leave Shanghai at midnight, and, after passing through the S. Channel, are at daybreak in the midst of an immense expanse of water,—the river here (just above the island of Tsung-ming-tau) being 30 to 40 m. wide. Marco Polo aptly described it when he said, "It seems indeed more like a sea than a river."

Tung-chow 通州 (73 m. from Shanghai), sometimes called South Tungchow, to distinguish it from Tung-chow in Chihli, is a thriving town situated near Lang-shan, a hill on the N. bank. The place is noted as the model modern city of China, being equipped in many respects with the latest improvements and systems. There are good motor roads, many schools and factories. There are no beggars. The great progress of this city is largely due to the efforts of Hon. Chang-chien, the former Minister of Commerce and Agriculture. Population, about 150,000.

Kiang-yin 江陰 (105 m. from Shanghai), a well-known market for rice, situated on the S. bank, is reached after passing through a

* The fares include foreign meals on steamers

channel only a mile wide, into which the river here contracts owing to a cluster of hills projecting from the S. bank. Facing the passage is the Kiangyin Fortress, the first of the defences on the Yangtze. The port benefits from a large junk traffic.

Ch'n-kiang 鎮江 (166 m. from Shanghai, an important treaty port (opened in 1861) on the S. bank, is reached after calling at *Tien-hsing-chiau* on the N. bank and passing *Chiau-shan-tau*, a pretty island in mid-stream, on which is a fortress. Chin-kiang is an old city, having been known as *Nan-hsü* under the Liu-Sung Dynasty and as *Jun-chow* under the Sui Dynasty. Opposite it on the N. bank is another well-known old town, *Kwa-chow*. Both of them derive their importance principally from their location at the junction, N. and S. respectively, of the Grand Canal and the Yangtze. Chin-kiang is situated on a plain, in an angle formed by the junction of the canal and river, with hills rising at some distance on the E., W., and S. It is enclosed by double walls, with suburbs outside, and has a population of over 200,000. The foreign concession is splendidly situated, facing the Yangtze at the N. base of Chin-shan, a hill W. of the city. In the concession are the British and French consulates and the China Inland Mission Hospital. The city is connected by rail with Nanking, Soo-chow, and Shanghai. It also has steamship connections with the towns above named and with Hangchow in Chekiang, as well as with Yangchow, Ching-kiang-pu, and other towns on the Grand Canal, N. of the Yangtze. It has an extensive junk trade. Of the sights of interest may be mentioned *Kan-lu-sz*



Chin-shan-sz Temple, Chin-kiang

and *Chin-shan-sz*, two old temples with classical associations. The exports and imports for 1920 amounted to Hk. Tls. 28,836,000.

Nanking 南京 (210 m. from Shanghai), the famous classical capital of China, is reached after the steamer has called at *I-chêng*, a flourishing minor port on the N. bank. As a treaty port Nanking is comparatively new, having been opened in 1897, in accordance with the terms of the Franco-Chinese Treaty concluded in the same year. The steamers moor at the hulk (*tun-tswan*) at *Hsia-kwan* (5 m. by rail—1 train every hour—to Nanking City; motor cars and rickshas are also available). See p. 234, under Nanking. The steamer usually stops at *Hsia-kwan* for about 2 hours. Between Nanking and the next port of call, *Wu-hu*, there is passed an old town on the S. bank, *Tai-ping* (known in history as *Ku-shu* and *Nan-yü*), and the steamer then passes through a narrow passage in the Yangtze, called *Tsai-sz-chi*, in olden times known as *Niu-chu*, where the Emperor Tai-tsu founder of the Ming Dynasty) once crossed the Yangtze at the head of a large army in an attempt to subjugate the southern provinces.

Wu-hu 蕪湖 (259 m. from Shanghai) is the only treaty port of Anhwei Province (opened in 1897). The city (pop. over 130,000) is situated on the S. bank and is connected by a canal (80 m. long, available both for junks and steamers) with *Tai-ping-hsien*, which is a well-known market for tea. The city stands between the river and a range of hills, and on the hillside may be seen a handsome Roman Catholic church. The largest item of export is rice, amounting to over 10,000,000 bushels a year.

Ta-tung 大通 (323 m. from Shanghai), also on the S. bank, is a prosperous town of 60,000 inhabitants lying at the head of a national highway leading to *Ching-yang*, *Tai-ping*, *Hwei-chow*, etc. S.E. of the city is *Tung-kwan-shan*, a copper mine well known in former days.

An-king 安慶 (370 m. from Shanghai), situated on the N. bank, and the seat of government of Anhwei Province, is a city of 500,000 inhabitants. It has not yet entirely recovered from the effects of the ravages of the Taipings sixty years ago, the larger part of the city still being in ruins. Between An-king and the next port of call, *Hu-kow*, the steamer passes *Hsiau-ku-shan*, a hilly island in mid-stream, which once was connected with the S. bank. Here the channel is narrowed by precipitous rocks on both sides, giving the place the name of "Gateway of An-king." Some miles farther up-stream a district on the S. bank, called *Pêngtze*, is passed. The scenery of the place is striking—rich, extensive plains extending towards the N. and S. with green hills in the view, and the margins of the river overgrown with tall reeds. This place is noted as the seat of a district magistracy, the office of magistrate being once held by a famous

litterateur, *Tao-Chien* or *Tao Yüan-ming** of the Eastern Chiu (晉) Period (A. D. 317-420).

Hu-kow 湖口 (434 m. from Shanghai), situated on the S. bank, at the entrance to Lake Po-yang, is a town of 50,000 inhabitants, important mainly on account of its strong strategic position. Besides being a naval station, the place contains a fortress which defends the entrance to Po-yang. Commercially Hu-kow benefits through its facilities of water-communication with Nan-chang and other thriving towns on the lake shore, as well as with Kiu-kiang farther up the river.



The Bund, British Concession, Kiu-kiang

Kiu-kiang 九江 (450 m. from Shanghai), also known as *Kiang-chow*, and as *Hsün-yang* in the Tang Period, is an old treaty port (opened in 1862), picturesquely situated on the S. bank. The foreign concession is located near the river, W. of the native town. The city is surrounded on the land side by a canal, which extends to Sui-chang. Lung-kai-ho, a part of Kiu-kiang is also open for foreigner's residence and trade.

Firms, Public buildings, etc.: British Consulate and Police Office, Japanese Consulate, Nisshin Steamship Co., Butterfield & Swire, Jardine, Matheson & Co., Standard Oil Co. of New York,

* **TaoYuan-ming** (b. A. D. 305) was a native of Tsz-sang-li-li near Hsün-yang (the modern Kiu-kiang). He was a great lover of nature, with a soul entirely free from worldly ambitions. Famous because of his great literary gifts, Tao Yüan-ming was appointed the Chi-chiu (or Literary Inspector) of his native district. Later he was made the district magistrate of Pêng-tze. After about 80 days in his new office it was announced that a superior local official was coming on a round of inspection, and Tao Yüan-ming was required to present himself in his official robes. But the idea that he should thus humble himself before a young, petty official so shocked him that he immediately resigned his position, saying, "How can I bend low my knees before a child of my native place, merely for the sake of a petty salary of 5 *tau* of rice?" He returned to his native village, where, with the assistance of his wife and children he cultivated land, and never again filled any public office. His prose and poetry remain to this day as early models of Chinese literature.

Bank of Taiwan, Bank of China, Bank of Communications,—all in the foreign concession; District Governor's Office, Custom Inspector's Office, Telephone Office—inside the walled town; Chinese Post Office, Telegraph Office, Kiukiang-Nanchang Ry. Office—outside the wall.

Kiu-kiang is one of the three great ports of China for the shipment of tea, the others being Hankow and Foochow. It is also a famous market for pottery from *King-têh-chên** 景德鎮. In 1920 its total imports and exports amounted to Hk. Tls. 45,180,000. Tea, porcelain, grass-cloth, ramie, and paper are the chief articles of export. The city suffered much from the ravages of the Taipings, from the effects of which it has not yet entirely recovered.

Kuling 牯嶺 Summer Resort

Itinerary. The first 8.5 miles of the 13 miles between Kiukiang and Kuling can be covered by motor car (private car, \$6; motorbus, \$1.50) in 30 minutes; the rest of the way (4.5 m.) from a small village called Lien-hwa-tung, by comfortable chair carried by 4 coolies (charge, \$2, including wine-money). The road up the mountain, made mostly of thousands of natural stone steps, passes through beautiful scenery. Below is a wide view of the surrounding country and of the great, glistening Yangtse-kiang river. The journey takes about three hours. Steamer trunks are carried by coolies at a moderate charge.

Hotels. Besides the numerous Chinese inns and one Japanese inn there is one foreign hotel in the Estate, the Fairy Glen Hotel (\$8 up), situated about half way down the valley.

Ku-ling, the most noted summer resort in Middle China, is the name given to a part of the celebrated Lushan Mountains (altitude, 5,000 ft.), famed for their superb scenery—a theme which has long been a favourite one with Chinese poets. Ku-ling (alt. about 3,500 ft.) has a mild, healthful climate, considering its location in Middle China. The temperature seldom rises above 80° F. even in mid-summer.

The greater part of Ku-ling is under the management of the Kuling Estate and is situated in one of the highest and best watered valleys of the Lushan Range. It consists of two sections, the Main Valley and the West Valley; the latter was

* **King-têh-chên** (also called *Chang-nan-chên*), famous because of its pottery, is situated not far from the S. bank of the river Chang-kiang, which flows from the E. into Lake Po-yang. The products of the pottery-furnaces at King-têh-chên (known as Kiukiang Pottery) were first presented as tribute to the Imperial Court of the Tang Dynasty. The place came to be known as King-têh-chên after the era of King-têh (or Ching-tê) under the Sung Dynasty, when the pottery manufacturers of the place received for the first time an Imperial order for various articles for use at the Court. During the Yüan Period many improvements in the method of decoration were introduced. Under the Mings and Chings (Manchus) the government owned a factory at this place, the articles made there being known as the *Kuan-tzu* or Government pottery. There are at present about 160 ovens in operation, and their output, though much inferior in workmanship to the excellent ancient wares, are in great demand throughout China.

opened recently. In the Main Valley there are about four hundred bungalows built of well-dressed stone which is quarried in the neighbourhood. Besides these there are churches, schools, hospitals, a post and telegraph office (opened only during the season), police office, branch of the Bank of China, a foreign book store, a Japanese photographer (from whom visitors can get excellent photos of the place), and various other shops. Telephone communication is also available between Ku-ling and Kiu-kiang (charge, 50 cents a message). The resort is also provided with fifteen public tennis courts, and large swimming pools. Concerts are frequently held during the season.

Places of Interest. In the vicinity of Ku-ling there are numerous places of historical interest and much worth-while scenery. The following merely lists the principal excursion points, to most of which chairs are available: the Yellow Dragon Temple, Three Trees, and the Emerald Grotto—about 2 hrs.; the Western Circular Path, and the Incense Mills—about 2 hrs.; the Chinese Cemetery, Fairy Glen, and West Valley—about 2½ hrs.; the Cave of the Immortals, Pagoda Ruins, Temple of the Heavenly Pond, and Hermit's Cave—about half a day; Russian Valley, Pope Ridge, and Plough Peak—3 hrs.; Nankang Pass—2 hrs.; Poyang Ridge and Lion's Leap—about half a day, but as the scenery is



Waterfalls on Mt. Lu-shan

beautiful and the climb hard a whole day is recommended; round trip through Lotus Valley to Bull's Ridge—about 1½ hrs.; Monastery Ruins, the Dolomites, and the Temple in the Clouds—5 hrs.; the Three Waterfalls—6 hrs.; to Chi-hsien-tzu and the Goddess of Mercy Bridge *via* Nankang Pass, the White Deer Grotto, and the Kaolin Pits—2 days; the Mandarin Tomb at Lien-chi-mu may be visited either on the way up or down the mountain; to Tung-lin, Shi-lin, and the ruins of Tai-ping-kung is one of the most beautiful one-day trips on the whole mountain; Devil's Wall and the Wolf's Ravine *via* the



Ku-ling, a noted Summer Resort

Incense Mills—6 hrs.; Temple Valley and Lien-hwa-an—7 hrs.; the Hanyang Peaks—9-10 hrs.; the Lushan Valley, Hot Springs, Kwei-tsung Temple, the Iron Pagoda, and the Hsiu-feng and Hwang-sah Temples—this trip takes four days at least, and if the White Deer Grotto is visited on the return, an extra day should be added.

Lake Po-yang 鄱陽湖 is, next to Lake Tung-ting, the largest lake in China. In ancient times known as *Pêng-li-tzê*, the present name was adopted in the Sui Period (A. D. 589-618). Its greatest length (from N. to S.) is 80 m., its greatest breadth (from E. to W.) 20 miles. Nearly all the rivers of Kiangsi flow into this lake, its outlet joining the Yangtze at *Hu-kow* ("Lake-mouth"). As with Tung-ting, the depth varies with the season. In summer the lake is 12-13 ft. deep, when river gun-boats may go to Wu-chêng. or even as far as Nan-chang on the Kan-kiang, but in winter the lake becomes almost dry, leaving only water channels with a depth of 3 to 5 ft., when of course the steamer service has to be suspended. In the lake are several islets: *Kang-lang-shan*, and *Sieh-shan*, and others which, with the Lushan Mountains, add to the beauty of the scenery.

Rivers. The more important rivers emptying into Lake Po-yang are the *Kankiang*, *Po-kiang*, *Ju-shui*, and the *Hsin-kiang*. Of these the Kankiang is the most important, being the only inland waterway leading to Canton, not only from Kiangsi itself, but also from Honan and Anhwei. The opening of steamer service *via* the Yangtze and China Sea dealt a great blow

to the large junk traffic which thrives on this inland water route, though a considerable number of junks are still engaged on the route. The flourishing towns of Wu-chêng, Nan-chang, Chi-an, Kang-chow, and Nan-an are on this route. Nan-an, on the Kwang tung boundary, is 320 m. from Nan-chang, 410 m. from Kiu-kiang.

Steamer Service. Kiu-kiang is the base of the steamship service to Lake Po-yang,—operated by the Nisshin Kisen Kaisha, and several other companies, that call at cities on the lake and adjacent canals: *Wu-chêng* and *Nan-chang*, etc. Between Kiu-kiang and Nan-chang, *via* Hu-kow and Wu-chêng, there are several trips daily—some 30 boats, owned by six steamship companies, being engaged in the service. The distance, 90 m. between the two terminal cities, is covered in about 28 hours;—fare, \$5 (1st cl., known as Kwan-tsang), \$3 (2nd cl., known as Fang-tsang). The fare includes Chinese meals, but foreign travellers are advised to provide their own meals.

Kiukiang-Nanchang Ry. (80 m.), a part of the projected Kiangsu Line, was built by Japanese engineers with Japanese capital. One passenger train is run daily from each terminal, covering the distance in 5½ hrs. Fare, 1st cl. \$4.25; 2nd cl. \$2.60. As Nanchang city is located on the far bank of the Kan River, travellers arriving by train cross the river by the railway ferry. Those desiring to see a typical big Chinese city should spare two or three days for a visit to Nanchang (population, about 750,000). The city is the capital of the rich Kiangsi Province and is the distribution point for King-teh-chen porcelain.

Nan-chang, the capital of Kiangsi Province, is on the Kan-kiang in the centre of the extensive Kiangsi Plain. The place was known as *Yü-chang* in the Han period. Under the Tang Dynasty, Prince Tang-wang, the youngest son of the Emperor Kao-tzu, was stationed here as governor and built a magnificent palace, since known by the name of *Têng-wang-ko*. The celebrated poem on this palace by *Wang Po* may be seen inscribed on a wall of the main hall. Nan-chang was at one time the headquarters of a rebellious faction, which the famous *Wang Yang-ming*, a great scholar-statesman of the Ming Period, most skilfully suppressed. Nan-chang is connected by rivers and canals with other towns in various directions. It is on the route of the projected Kiangsi Railway.

Wu-süeh, 武穴 (485 m. from Shanghai), on the Yangtze, 27 m. above Kiu-kiang and on the opposite bank, is a small town of 6,000 inhabitants. The place is well-known as a market for rock-salt mined in the neighbourhood. *Pan-pien-shan*, a hill W. of the town, is remembered on account of a bitter contest between the Imperialists under *Pêng Yü-lin* and the Taiping rebels,—the latter holding Wu-süeh and blocking the passage of the river

against the government fleet by means of iron chains laid across the stream, which at this place is quite narrow. From Wu-süeh upward for some distance the scenery on both banks becomes greatly varied, hills and plains alternating and the channel at places growing extremely narrow, especially at the *Chitoushan Channel*, which is partially blocked by projecting hills.

Hwang-shih-kang 黄石港 (528 m. from Shanghai), situated on the S. bank, is a town of 6,000 inhabitants and is chiefly important as a place of shipment for iron ores from Ta-yeh* 大冶. The pier at Hwang-shih-kang is connected with the Tayeh Mine by a 19 mile railway. At the port is a cement works, called *Hu-peh Shui-ni-c'ing*, which produces 1,000 barrels of cement daily.



Tayeh Iron Works

Hwang-chow 黃州 (550 m. from Shanghai), situated on the N. bank, is a town of 30,000 inhabitants. On account of its poor anchorage, the place shows few signs of active trade. Travellers versed in Chinese literature, however, will find the place interest-

* **The Tayeh Mine** is the general name for the Sz-tsz-shan and Tieh-shan mines. Other hills in the neighbourhood—those lying along the railway, contain limestone and manganese, mixed with iron ore. Sz-tsz-shan and Tieh-shan are low hills, about 500 ft. high, on or near the surface of which the ore is present in such abundance that mere blasting is all that is required to obtain it. The ore as a rule contains about 67 *per cent.* of iron and is regarded as superior in quality to the ores found in Germany, America, or Sweden. The vein is 80 metres thick and of unknown length and depth, so that the mine may be regarded as practically inexhaustible, its life being roughly estimated at 700 years, placing the annual output of ore at 1,000,000 tons. At present the output is purchased under special contract by the Japanese Government's Iron Works at Yedamitsu, Kyūshū, and by the Hanyang Iron Works. The mine is worked by the Chinese Government, and the agency of the Yedamitsu Iron Works, stationed at the mine, superintends the purchase and shipment of the ore.

ing because of *Tsz-pi-shan*, a hill close to the town and close to the river bank, which is associated with the name of a great litterateur of the Sung Period, *Su Tung-po*. It is known from his two essays—the First and Second *Tsz-pi-shan* Essays—that in 1902 *Su Tung-po* spent two evenings (once in the 7th and again in the 10th month) in a boat with friends, off *Tsz-pi-shan*, enjoying the full moon and clear air, and philosophising on the transitoriness of human deeds and lives and the eternity of the cosmic existence. The essays are considered masterpieces of their kind. Between *Hwang-chow* and *Hankow* is *Yang-lo-pu*, where in the latter part of the 13th century *Shih-tsu* (*Kublai Khan*), the founder of the *Yüan* Dynasty, crossed the *Yangtze* with his large army for the conquest of South China.

Hankow 漢口 (585 m. from Shanghai) is fitly called “the Chicago of China.” The Chinese people call it the “Collecting-place of Nine Provinces,” for *Hankow* is a great commercial centre for merchandise from the wealthy neighbouring provinces. The immense number of junks seen at the mouth of the *Han-shui*, where, and not on the main river, is found a safe anchorage for these boats, is a significant testimony to the busy traffic of the place; while on the bank facing the main stream are piers, which belong to steamship companies engaged in the river trade. The city is also connected with *Peking* by a trunk railway line (there being run two through trains daily from each terminal, and one express train twice weekly). For particulars regarding *Hankow*, see p. 108.



Tsz-pi-shan Hill, Hwang-chow

(2) Hankow-Ichang Route

This steamship route is 387 m. long, the up-trip usually taking 4 days, the down-trip from 2 to 3 days. On this route regular service is maintained by the following companies: Nisshin Kisen Kaisha and Butterfield & Swire, (from April to October, each with 3 boats once every 3 days; from November to March, each with two boats every 5 days), China Merchants' S. N. Co. (once every 5 days), Jardine, Matheson & Co. (once every 5 days),—altogether 32 trips a month from April to November. From November to April, 24 trips monthly. Steamers in service are of light draught, as the river in this section becomes very shallow in winter: 7 ft. at Yo-chow, 6 ft. at I-chang. The ports en route, their distances and the fares (of the Nisshin Kisen Kaisha) thereto from Hankow are as follows:—

<i>Ports</i>	<i>Distance miles</i>	<i>Fare (1st class)</i>	<i>Ports</i>	<i>Distance miles</i>	<i>Fare (1st class)</i>
Sin-ti	100	\$10.00	Sha-si	304	\$40.00
Yo-chow	122	\$20.00	I-chang	387	\$45.00



Return tickets—Hankow—Sha-si, \$60; Hankow—I-chang, \$70.

Soon after leaving Hankow on the up-trip (usually at 10 a.m.), the back view on the right from the steamer's decks of Hankow and Hang-yang is typical of the modern progress, which, like the fingers of a hand, is extending into China. These thriving ports and commercial markets with their tall buildings, and with smoke streaming from the chimneys of the iron-works and factories

evidence what present day enterprise is accomplishing with the vast natural resources of the Republic.

The prominent building passed on the right, on a height in Han-yang, is *Ching-tswan-ko*, the temple mentioned on p. 115. Tun-kow, on the right bank, a small town at the mouth of a stream flowing from Lake Tai-peh-hu, farther inland, is passed, and next *Kin-kow* (at the mouth of the Kin-ho), a town of 10,000 inhabitants. After this, Pai-chow, Kia-yü-hsien, Pai-ho-kow, and other villages on the right and left are passed in succession, and soon, in the S. and rising from the river bank is seen a hill, called *Tsên-tung-shan*, which marks the place in the river where, in the middle of the 3rd century after Christ, a great fleet of the kingdom of Wei was annihilated by Chou Yü, a famous general of the kingdom of Wu.

Sin-ti 新堤 (687 m. from Shanghai), situated on the left bank and at the mouth of a canal leading to Sha-si, is a prosperous town with a population of about 50,000. The place is popularly known as "Little Hankow." The canal is used by a large number of the smaller craft as a short-cut route to Sha-si. The surrounding region consists of low plains (in some places 20 ft. lower than the Yangtze), which are protected by immense dikes, —the city itself being surrounded by walls as a further protection against inundation. Steaming onward after leaving Sin-ti, on approaching the boundary between Hupeh and Hunan Provinces, an almost boundless plain is seen on the right, and ranges of hills on the left, presenting by contrast scenery of great diversity. Proceeding farther and passing on the right the town of *King-ho-kow* (2,000 houses), the steamer stops at Tsên-ling-chi, the anchorage for Yo-chow, almost opposite King-ko-kow.

Yo-chow 岳州 (707 m. from Shanghai), formerly called *Yo-yang* or *Pa-ling*, is, strictly speaking, not on the main course of the Yangtze but is at the outlet of Lake Tung-ting near its junction with the Yangtze. Yo-chow is also an important station on the Wuchang-Chuchow Line, which constitutes the northern section of the Canton-Hankow Line (p. 127). Yo-chow has no natural anchorage, and steamers with passengers and cargo for the port are compelled to moor at Tsên-ling-chi, 7 m. lower down, as mentioned. Yo-chow was opened to foreign trade, in 1898; the total value of its import and export trade, in 1920, was Hk. Tls. 11,555,000. Its population is about 20,000. The city is surrounded by a wall 3 m. in circuit, which is pierced by four gates each facing a cardinal point of the compass. The W. Gate, which is surmounted by a magnificent upper story (*Yo-yang-lou*), is called the Yoyang Gate, made famous by a poem by Tü Tzu-mei (8th century), a great poet of the Tang Period,—though the present building dates back only to 1045, in the Sung Period, when it was erected by *Têng Tzu-ching*, the governor of the place, on

the site of the original gate, which had fallen into ruin—a fact stated in an essay commemorating the event by *Fan Chung-yen*, a famous litterateur of the time. This essay, as well as a poem by Tzu-mei, both written in large characters, may be seen hanging on a wall of the Yo-yang-lou, the hall surmounting the gate. The steamer, on leaving Tsên-ling-chi, makes a sudden turn towards the N. W., along the main course of the Yangtze, which here flows through an immense alluvial plain, practically unbroken by a single hill, and reaches Sha-si, 70 m. above Yochow.

Sha-si 沙市 (889 m. from Shanghai), also called *Sha-tou* or *King-sha*, is situated on the N. bank, 2 m. from the city of King-chow* 荊州, with which it is practically contiguous. Sha-si, 183 m. above Yo-chow, 83 m. below I-chang (a treaty port opened in 1896), has a population of 80,000. Near the pier are the Japanese consulate and the maritime custom-house. This port, known as a prosperous town for many centuries, enjoyed that reputation as far back as the Tang Period (A. D. 618-919). But the height of its prosperity was reached, curiously enough, during the Taiping rebellion, at about the time Nanking fell into the hands of the rebels, who stopped junk traffic everywhere on the Yangtze below Sha-si,—which then became a great distributing centre for the products of Szechwan.

Between Sha-si and I-chang, a distance of 83 m., many villages and towns are passed on the right and left: Kiang-kow, Sung-tze, Tung-shih, Yang-ki, and Chi-kiang, to I-tu-hsien, on the S. bank, and some 20 m. above the last-named town the steamer enters the Hu-ya-tan, or the "Tiger-teeth Rapid," the lowest of the many rapids of the river, where the channel is narrowed on both sides by two huge mountain walls. Here the scenery is striking for its wild grandeur, the highest mountain peak being

* **King-chow** is a much older city than Sha-si, having been the capital of the Kingdom of Chu in the Chun-chiu Period (722-481 B. C.). Called Nanchün under the Chin Dynasty, the city has been known by its present name since the 14th century. It is a large city of some 300,000 inhabitants, enclosed by a wall 30 ft. high, 10 m. in length. According to tradition, the city wall was first constructed by *Kuan Yü*, a loyal general of the Minor Han Dynasty, a man of great personal courage, who has since become a most popular deity among the Chinese. The city has always been regarded as occupying a position of great strategic strength, being looked upon as the outpost for all the important neighbouring centres,—Chang-sha, Chêng-tu, Siang-yang, Wu-chang, and Hankow. Under the Manchus the place became a great garrison town. Among the sights of interest may be mentioned: *Wên-hsing-lou* (N. of the Shasi Pier), a large three-story building, commanding an interesting view; *Tsên-hoang-miau*, *San-i-miau*, *Kwan-yin-sz*, *Chang-hwa-sz*,—all ancient temples worth visiting. King-chow enjoys many facilities of communication. A national highway leads on the one hand to Siang-yang in Honan and on the other into the provinces of Kweichow and Yünnan (starting from the S. bank of the Yangtze opposite King-chow)—and by water the place has, besides its situation on the Yangtze, the advantage of communication by means of the Taiping Canal with towns on the E. and S. E. shores of Lake Tung-ting, and, by means of the navigable Chiu-shui, with Tung-yang and other towns in the north-west..

the most impressive among the twelve peaks of the Kingmên Range. After passing the rapid, I-chang is reached.

I-chang 宜昌, also called I-ling (972 m. from Shanghai), a treaty port opened in 1877, is a walled city of about 40,000 inhabitants, situated in the midst of a wild, mountainous region,—I-chang constituting, so to speak, the barrier-gate of the famous gorges above. It is 400 m. from here to Chung-king, the only treaty port of Szechwan. Within the wall the streets are narrow and dirty, with few signs of growing prosperity. There are, however, a few handsome government buildings. The foreign concession is between the native city and the steamer anchorage and contains as yet few buildings, except the offices or agencies



Hsin-tan Gorge

of various steamship companies. About 30 foreigners reside in the city. There is no European hotel, the steamers at anchor, usually staying 2 or 3 days, accommodating travellers who are waiting for boats on which to continue their journey to up-river points. The anchorage is off the concession quarter and is good, except in a time of flood. Those desirous of seeing the river sights may hire a house-boat from the Maritime Customs, costing about \$3 a day. The chief products of the neighbouring country are rice, wheat, oranges, lemons, persimmons, bamboo, crystal, and precious stones. Besides the Belgian convent there are two missions in I-chang, the Scotch and American, where exquisite embroidered work is made by Chinese women. Among the sights of interest may be mentioned San-yu-tung (a grotto), Fung-hsiang-hsia-mên (a gorge), Hsin-tan, Hsieh-tan, and San-pa (rapids), all noted for their splendid scenery.

On the night of November 30, 1920, I-chang was thoroughly and systematically looted by local troops who with bayonets pointing entered shops and houses and ruthlessly extorted money, clothes, and goods from the inmates—150 shops and houses were destroyed. After the local Chamber of Commerce agreed to pay the local General \$60,000 in order to save foreign property (there being little else to loot), the situation was eased—especially when H. M. S. *Gnat* arrived for the protection of foreigners.

(3) Hankow-Siangtan Route (239 m.)

The first part of this route, between Hankow and Yo-chow (*Tsên-ling-chi*), has already been described under the Hankow-Ichang Route (pp. 203-4). From *Tsên-ling-chi* onwards the route is across Lake Tung-ting, and then on the Siang-kiang. On this second portion the steamer service is discontinued during December, January, and February, when the lake becomes too shallow even for the specially constructed steamers of light draught,—the steamers during those months running between Hankow and Yo-chow only; between Yo-chow and Siang-tan the service is maintained by means of steam-launches. The steamship companies plying on this route are the Nisshin Kisen Kaisha, Butterfield & Swire (each 2 trips weekly), China Merchants S. N. Co. (weekly), and Jardine, Matheson & Co. (weekly). The Japanese company was the earliest in the field, and the ports of call, their distances from Hankow, and the fares there-to by this company's steamers are as follows:—

Ports	Miles	Fare (1st class)	Return	Chinese 1st cl.
Yo-chow	122	\$20	\$30	\$5.40
Chang-sha	211	30	45	8.40
Siang-tan	229	34.50	51.50	9.00

All steamer fares are practically the same.

Besides the ports of call above mentioned, the steamers, both on the up and down trips, usually make short stops to take on cargo and passengers, at Pao-chow, Sin-ti, Lu-lin-tan, Siang-yin, Ling-chi-kang, and Tsing-kang.

Yo-chow (121 m. from Hankow). For particulars see p.204.

Lake Tung-ting or *Tung-ting-hu* 洞庭湖 is the largest lake in China, occupying an area of 3,500-4,000 sq. m. with a breadth from N. to S. of 70 m. and a length from E. to W. of 80 miles. It is filled to overflowing in summer by the rivers of Hunan Province, as well as by the Yangtze. Its boundless expanse has always been an inspiration to Chinese poets. *Chên-shan* or *Siang-shan* is a beautiful island in the lake, on which is a

temple dedicated to the two daughters of Emperor Yao, who died mourning the death of their husband, Emperor Shun (p. 136). In winter the lake bed is exposed in many places, the waters discharged by the rivers of Hunan flowing in shallow channels, only deep enough for launches or junks.

Lun-lin-tan (172 m. from Hankow) is situated at the mouth of the Siang-kiang, which flows into Lake Tung-ting. The port is chiefly important as a junction point of the steamship line with the junks plying to Chang-teh. The wharf is always a busy place of traffic. *Siang-yin*, also called *Lo-hsien* (40 m. from Chang-sha), is a local centre with 20,000 inhabitants. N. of the town is the river Mi-shui, where in the 3rd century a famous scholar and statesman, *Chü Yüan*, drowned himself. *Tsing-kang*, situated nearly midway between Siang-yin and Chang-sha, is a prosperous town with a population of 13,000.



A part of Chang-sha—p. 127

Chang-sha (222 m. from Hankow), see p. 127

Siang-tan 湘潭 (239 m. from Hankow, 17 m. from Chang-sha), the head of steam navigation, situated on the left bank of the Siang-kiang, is a thriving city with a population of over 300,000. Before the days of steamship communication between Hankow and Canton and Hongkong, Siang-tan was the starting-point of a land route to Canton and was a large market for the products of Central China. The river at this place is between 8 and 40 ft. deep and affords good anchorage for steamers. The chief articles of export from this port are rice, bamboo, paper, tea, oil, and firecrackers. Chu-chow (see p. 128), which is connected by rail with Chang-sha and Ping-siang, is on the opposite bank.

The Siang-kiang above Siang-tan. The river Siang-kiang has its source on Hai-yang-shan mountain in Kwangsi, and, flowing in a northerly direction, is joined by the *Yung-ming-kiang* (or *Tao-kiang*) at Yung-chow, by the rivers *Kwei-shui* and *Lui-ho* near Hêng-chow, and farther down by the *Mi-kiang* and *Lien-shui* above Siang-tan. This river is navigable for 468 m. above Siang-tan, as far as the city of Kwei-lin, not far distant from its source. Between the two cities the journey by small junks requires 22 days for the up-trip, 13 days for the down-trip. Among the towns of importance on this section of the river are *Hêng-chow* and *Yung-chow*, prefectural seats, and *Chên-chow*, on the tributary *Lui-ho*.

Heng-chow 衡州 (140 m. from Siang-tan) is a busy town of 20,000 inhabitants on the left bank of the Siang-kiang, on the great route of travel and traffic between the cities of Hunan on the N. and those of Kwangsi and Kwangtung on the S.; for here the route branches off in two directions, that leading to Kwei-lin in Kwangsi following the course of the main stream in a S. W. direction, while that for Canton in Kwangtung Province follows the course of the *Lui-ho* in a southerly direction. *Products*: cereals, tobacco, coal. *Hêng-shan* (3,000 ft.), also known as *Nan-yo*, one of the "Five Classical Mountains," is 40 m. N. W. of Hêng-chow. On the summit are several large temples belonging to two great Buddhist sects (the *Tientai* and *Chan* or *Dhyāna*). This is one of the sacred seats of Buddhism in China. *Yung-chow* (320 m. from Siang-tan) is on the frontier of Hunan, at a spot where the river *Tao-kiang* joins the Siang-kiang. It has a population of 10,000. *Products*: tea, spotted bamboo, coal, etc. *Kiu-i-shan* and other high mountains rise to the S. of Yung-chow. *Chên-chow* (240 m. from Siang-tan) on the frontier of Kwangtung, is situated on the left bank of the *Lui-ho*. It is a growing town on the route of travel between Hunan and Kwangtung Provinces. From Hêng-chow to Chên-chow it is 15 days' journey by river, 6 or 7 days by land. From Chên-chow to I-chang-hsien, in Kwangtung, it is 2 days' journey by land. S.W. of the town is the Tomb of Emperor I-ti, who was set up as Emperor by *Hsiang Yü*, the great rival of *Kao-tsu*, or *Liu-pang*, the founder of the Han Dynasty. I-ti's reign was short—he was put to death by Hsiang Yü, his patron, soon after his elevation to the throne.

(4) Hankow-Changteh Route (252 m.)

This line, as far as Yo-chow, follows the same course as the Hankow-Changsha Route; from Yo-chow it takes a S. W. course across Lake Tung-ting to the mouth of the river *Yüan-kiang* and then follows the upper reaches of that river for some 60 m., till Chang-teh is reached. The line is operated by the

Nisshin Kisen Kaisha, which maintains a weekly service, the 1st cl. fare being \$35 (single), \$55 (return). The up-trip requires three days, the down-trip two days. The service, however, is discontinued between the middle of November and the end of the following May, owing to the shallowness of the water—sometimes the channel becomes too shallow for navigation even at the end of September.

Chang-teh 常德 (252 m. from Hankow), known as *Wu-ling* in the Han Period, is situated on the N. bank of the *Yüan-kiang*, with high mountains back of it and with an extensive plain towards the E. It is a treaty port under certain restrictions, being the sole market for the products of Kwei chow and a portion of Szechwan Province. Above Chang-teh the river *Yüan-kiang* is navigable only for specially constructed, flat-bottomed small craft, owing to the many shallow rapids. All cargo bound for the interior of Kwei-chow and parts of Szechwan is therefore transferred at Chang-teh from steamers (or large junks) to smaller river craft. The shipping here is apparently much more active than at Siang-tan. Chang-teh is particularly noted for its large export of vegetable tallow (made from seeds of the paulownia tree). Among the *Places of Interest* may be mentioned the *Wuling Mountains* and *Tau-yüan-tung*, a rocky valley among them, all rich in wild beauty; the *Tsang-lang-shui*, a river S. of Chang-teh, is believed to be the same as that mentioned in the writings of *Chü Yüan*.

The Yüan-kiang above Chang-teh. The *Yüan-kiang* has its source near Tu-yün, in Kwei-chow, and after entering the province of Hunan, after many windings, reaches Chang-teh. This river is an important route of traffic for Kweichow Province, as it is



An up-river Yangtze steamer



navigable for junks as far as *Chên-yüan* in that province—423 m. from Chang-teh. There are en route the thriving towns of *Chên-yüan* (in Kweichow), *Yüan-chow*, and *Shên-chow* (the last two in Hunan).

(5) Ichang-Chungking Route

This part of the Yangtze (a distance of 400 m. according to some estimates, 370 according to others) has always been noted for the wild grandeur of its scenery, which has been portrayed in immortal verse by *Li Tai-po* and *Tu Tzu-mei*, China's two greatest poets (see pp. LXXXIV and 224). In this section are found the "Three Gorges," justly renowned, besides some sixty rapids and whirlpools, which render navigation extremely difficult and exciting. Several successful attempts have been made in recent years to traverse the rapids by steamers,—the first time in March, 1898, by the late Mr. Archibald Little of Shanghai (author of *Through the Yangtze Gorges*), who, on board a steam-launch called the "Leechuen," with the greatest difficulty and after spending many days on the way, finally reached Chungking. Since then British, German, French, and Japanese gunboats have also made successful voyages as far as Chungking. In 1909 a company named Chuenkiang Lung-zen Kung-sze, organized under the patronage of the Viceroy of Szechwan, began to operate a steamer service between I-chang and Chung-king with a vessel specially built for the purpose at the Shanghai Dockyard. In July, 1922, there were 14 companies engaged in this service, as follows: *Japanese*—Nisshin Kisen Kaisha (thrice monthly),

and Tienhua & Co. (6 trips monthly); *British*—Mackenzie & Co.,* Butterfield & Swire, Jardine, Matheson & Co., Asiatic Petroleum Co.; *American*—Robert Dollar & Co., American West China N. Co., and Standard Oil Co.; *French*—Sino-Franco S. N. Co., Sino-Franco S. S. Co., Antoine Chiris N. Dept.; *Chinese*—Kong Ning S. Co., and China Merchants' S. N. Co. Excepting the first two named the sailings of the other companies are irregular, but each makes approximately 2 to 3 trips monthly, except in winter when the river is very low, at which time the route is covered only by a few light draught steamers with irregular sailings. Besides regular stops at Wan-hsien, the practice of these steamers is to slow up and discharge and take on passengers and cargo while the boat is in motion, at the following ports: Kwei-chow, Pa-tung, Wu-shan, Kuei-fu, Yun-yang, Chung-chow, Fêng-tu, Fou-chow, and Chang-shou. The up-trip requires four days, the down-trip two days. Fares: from I-chang to Wan-hsien, \$68 (up-trip), \$34 (down-trip); from I-chang to Chung-king, \$135 (up-trip), \$67.50 (down-trip). In the competition for business these fares are sometimes lowered.

Before the opening of the steamer service, old-fashioned junks were the only means of traversing the gorges. The journey by these junks is a slow process, generally taking 20 to 60 days on the up-trip, though coming down 3 to 10 days are sufficient. The land journey from I-chang to Chung-king, by means of



Hauling a junk through a gorge—p. 213

* The S. S. "Loong Mow" of this line is the most powerful and modern steamer on this run.

palanquins, generally requires 18 to 22 days; each palanquin needs 3 to 5 coolies, the wages of each coolie being about \$10.

When the tourist engages the whole or a part of a junk for his exclusive use for the journey through the gorges, he should not fail to obtain a certificate stating the fact from the Maritime Customs Office at I-chang, as well as a certificate that his baggage has duly passed the customs examination.

About 3 m. above I-chang the channel abruptly narrows to about 60 yds. wide, the waters flowing in whirlpools and rapids, and on both banks rise lofty, precipitous mountain walls, almost shutting out the sunlight. This is the beginning of the *Ichang Gorge*, one of the "Three Gorges." Navigation is extremely difficult on account of the sudden bends in the channel and the many projecting rocks on each side of it, which deflect the course of the whirling pools and eddies. A place called *Hsi-ling-hsia* (also *Hwang-niu-hsia*)—"Yellow-cow Gorge," with its precipitous and forbidding walls, is particularly famous on account of the grandeur of its scenery and the difficulty of navigation. Here hundreds (sometimes 400) of trackers often have to be employed to haul a large junk up stream (a dozen or more trackers are required even for small craft). These men struggle over endless boulders, straining at the bamboo-hawsers, often more than 1,200 ft. long and as thick as an arm, all yelling, shouting, or chanting—their movements directed by the beating of a drum or a gong on the junk—a veritable pandemonium in the midst of extreme danger.

Hwang-ling-pu 黃陵鋪 (35 m. from Ichang) is a village of 100 houses. An old temple, *Hwang-ling-miau*, stands at the foot of a high hill, *Hwang-niu-shan* ("Yellow-cow Mountain"), behind the village. Although one gorge has been passed, there are many rapids and whirlpools, full of hidden rocks, just ahead. After negotiating Lo-chio, Hu-tou, Yang-pei, and Wên-chu (all noted treacherous whirlpools), *Hsin-tan* is entered. This is one of the three most difficult passes of the Gorges (the other two are the *Hsieh-tan* and *Niu-kow-tan*, referred to later). Passing *Hsin-tan*, there is seen on the right a small branch stream from the N., navigable as far as *Sing-shan*, and not far distant is Kwei-chow.

Kwei-chow 歸州 (52 m. from Ichang) in Hupeh, also called *Tzu-kwei*, is a small walled town of several hundred houses, situated on the N. bank and occupying a strong defensive position. There is a large city also named Kwei-chow farther up the river. While the Chinese characters of the names of these two places differ their English translation is Kwei-chow. Leaving Kwei-chow and passing *Jên-tsa-wung* (a rapid), *Hsieh-tan* is entered and 4 m. farther on, *Niu-kow-tan*, above mentioned.

These rapids, together with *Hsieh-tan*, are the three rapids most difficult of passage on the river. Here the waters rush down over hidden boulders, and in many places the water, hurling against projecting rocks, sends spray high into the air. The passage through these rapids is most interesting and exciting.

Pa-tung 巴東 also known as *Hsin-ling* (65 m. from Ichang), situated on the S. bank, is a little town of 3,000 inhabitants. It is surrounded by mountains on all sides except towards the N., where it faces the river. The large town of *Shih-nan* in the interior may be reached from this place through a mountain pass. Leaving Pa-tung and proceeding a few miles upstream, to *Pê-sz-lu*, the route passes from the province of Hupeh, and Szechwan Province is entered. Here the run through the Ichang Gorge terminates, and the *Wu-shan Gorge*, another of the "Three Gorges," is entered. The celebrated "Twelve Peaks of Wu-shan",—Wang-hsia, Tsui-ping, Tsau-yün, Sung-lan, Chi-hsien, Chü-ho, Ching-tan, Shang-shêng, Chi-yün, Chi-fung, Têng-lung, and Shêng-chüan—each more than 1,000 ft. high, make forbidding walls on the N. bank of the Gorge, which is 26 m. long. The channel here is not only very narrow, making it most difficult of passage, but also is so closed in by high mountains that it is impossible to see the sun except at noon, and the moon is visible only when it is at its highest meridian.

Wu-shan 巫山 (95 m. from Ichang) is a prosperous town with about 3,000 houses. It is a well-known market for the minerals and medicines of the neighbouring regions. Near the town and to the E. of it is a small tributary, the *Ping-ki-ho*, which is navigable as far as *Ta-ning*, a town in the interior. At Wu-shan begins the uppermost of the "Three Gorges"—the *Chü-tang-hsia*, also called *Fung-hsiang-hsia* ("Wind-box Gorge")—which is 4 m. long. In its narrow channel are found many reefs and huge boulders, about which are dangerous whirlpools when the boulders are covered during the summer flood, and which block the way in winter when the river is low, causing the formation of many narrow, foaming, dangerous rapids and cross-currents. The upper entrance of the *Chü-tang-hsia* is known by the name of *Kwei-mên*, a very narrow gateway in which is a huge rock, called *Yen-yü-tui*. This well-known rock has often been a theme for poets, and has always been regarded by navigators with awe, and also as an indicator of the water depth. "If Yen-yü-tui appears as a horse, the downward passage should not be attempted; if like an elephant the channel should not be forced upward," is a widely known Chinese saying of the region. Leaving Kwei-mên and passing Yen-yü-tui, an open reach is entered at the end of the gorges. Here, on the N. bank, is noted a hill on which once stood the celebrated castle of *Po-ti-tsên*, mentioned in poems of the Tang Period, where the



Wind-box Gorge—p. 214

Emperor Shao-lieh-ti took refuge from the victorious forces of the rival kingdom of Wu, and where he died a year later. On the summit is a small temple dedicated to his memory. *Yü-fu-pu*, W. of the castle-site, is believed to be the spot where Chu-ko Liang, otherwise known as *Kung-ming*, once pitched his famous *Pachên* camp, or the "Eight tactical dispositions of troops" camp.

Kwei-chow 夔州 (120 m. from Ichang) in Szechwan, called *Ku-ling-chün* under the Minor Han Dynasty (A. D. 221-265), is a thriving city of over 250,000 inhabitants. Situated at the head of the "Three Gorges," Kwei-chow has always occupied a position of great strategic importance. N. of the city is *Wo-lung-shan*, a hill where Chu-ko Liang pitched his camp in one of his campaigns, the spot being commemorated by a temple dedicated to that famous general. Also not far from the city is a well, from which salt is obtained. Leaving Kwei-chow, the rapids, *Miau-chi-tsz* and *Tung-yang-tsz*, are passed before Yün-yang is reached.

Yün-yang 雲陽 (160 m. from Ichang) is a port on the N. bank, with a population of about 30,000. It is a busy place, as most of the junks stop here both on their up and down trips. On the S. bank, opposite the town, is a highly decorated temple dedicated to Chang Fei, a well-known, gallant warrior of the Minor Han or Shu Kingdom. Near the town are saline wells. Between Yün-yang and the next city, Wan-hsien, (35 m.), and about 20 m. below the latter, is Hsing-lung-tan, a narrow pas-

sage made about 28 years ago by a great landslip, which hurled into the channel a huge rock. For a time the channel was practically blocked, until through the efforts of a foreign engineer it was sufficiently cleared for navigation. The rock still hinders navigation, especially in winter when the water is low.

Wan-hsien 万縣 (195 m. from Ichang), situated on the N. bank, is a prosperous city of about 150,000 inhabitants, which, owing to its position, has a most important share of the junk trade of this region. This is the most convenient landing place for travellers intending to visit Chêng-tu, the capital of Szechwan. See p. 220. Wan-hsien, built in a hilly district, has extremely uneven streets, impassable for carriages or carts. Goods are carried on the backs of coolies, and palanquins are the only means of conveyance for tourists. Among the *Places of Interest* may be mentioned Tai-po-yen and Tien-hsien-chiau. *Tai-po-yen* is a hillock, N.W. of the city, on which stands a temple dedicated to the greatest of the Chinese poets, *Li Tai-po* of the Early Tang Period—which commemorates the spot where the poet loved to sit and read. The temple commands an excellent view. *Tien-hsien-chiau* is a natural bridge of a single rock over a stream, the Chü-chi, which flows into the Yangtze, W. of the city. Ascending from Wan-hsien the river gets broader, and extensive plains extend on both sides. Though the rapids and whirlpools have been passed, navigation of the river is not very much easier, because the river-bed in this section is full of shallows and hidden rocks, and there are more cases of accidents to ships above than below Wan-hsien. The steam-launch "Shu-tung" of the Chuen-kiang S. S. Co., and the German gunboat "Otter" both ran aground in this section (the former in August, 1911, the latter in February, 1913). The banks on both sides are dotted with villages: Ta-chi-kow, Wu-ling-chi, Hsi-chieh-to, Sz-pau-tsai, Chung-chow, Yang-tu-ki, and others. Upon approaching the town of Fêng-tu, the river traverses a rich cultivated plain, with rice fields on both sides.

Chung-chow 忠州 (235 m. from Ichang), situated on the N. bank, is a city of about 50,000 inhabitants. In the city is a temple dedicated to Liu An, Lu Chih, Li Chi-pu, and Po Chiü-yi, the four famous literati, who were exiled to this place. Among other places of interest may be mentioned *Pa-tai* (a hill) to the E., *Hsi-lou* (a hall) to the W., and *Ping-fung-shan* (a hill), S. of the city. Because the bamboo grown in this region is especially tenacious and strong, the hawsers used to pull the junks up the rapids are made here.

Fêng-tu 鄧都 (265 m. from Ichang), also on the N. bank, is a city of about 50,000 inhabitants. *Ping-tu-shan*, outside the city, is a sacred spot of Taoism, pilgrims going there in large numbers. It is on a par in popularity with Ching-yang-kung and

Chêng-tu, other noted Taoist centres. At Fu-chow, on the S. bank, 30 m. above Fêng-tu, an important tributary, the Kung-tan-kiang, flows into the river from the S., this tributary stream being navigable far into the interior of the province of Kwei-chow. After passing *Kwei-mên-kwan*, a short distance above Fu-chow, the route is again through a hilly section. On one of the hills is an old fort, Tung-pau-tsai, and passing it *Chang-show* is reached.

Chang-show 長壽 (320 m. from Ichang) is a small but busy town (pop. 10,000). From here to Chung-king (50 m.) the way is through much beautiful scenery: mountains and plains—among which lie nestled here and there several pretty villages: Lo-chi, Mu-tung, Tang-chia-to, and others.

Chung-king 重慶

Chung-king (370 m. or 400 m. from Ichang; 1,370 or 1,400 m., according to different estimates, from the mouth of the Yangtze), situated at the junction of the Kia-ling-ho and the Yangtze, is a treaty port (opened in 1891) and the commercial centre of Szechwan Province. It is the natural distribution point for merchandise to and from Kweichow, Yunnan, northern and western Szechwan and Tibet, and many of the products of the rich back country are marketed here. In 1920 there were in Chung-king 180 foreign residents (British, American, French, and Japanese). Many Christian missions, both Protestant and Roman Catholic, are strongly represented here.

Consulates: American, British, French, and Japanese. **Chinese inns:** Chung-si Liukuan (\$1-3), in Shên-si-kai, where foreign food may be obtained.

Among the foreign firms, or affiliated with them, may be mentioned: **British**,—British-American Tobacco Co. in Ta-liang-tsz, Mackenzie & Co. (shipping and insurance) at Ta-ho-lung-mên, Butterfield & Swire (transportation) in Jên-ho-wan, Jardine, Matheson & Co. (transportation) in Shên-si-kai, Asiatic Petroleum Co., Tê-wei Kung-sz (import and export) in Chien-sz-mên-Chêng-hang, Yung-nien-pao-sou Kung-sze (life insurance) in Ma-chia-hang, Yung-ning-pao-sou Kung-sze (life insurance) in Shên-si-kai, Li-tê-tung (glassware) at Nan-Chi-mên-wai, Ching-yüan Yang-hang (export) in Pê-hsiang-kai, Kung-t'a-yü (transportation) in Pê-hsiang-kai; **American**,—American-Chinese Drug Co., in Shên-si-kai, Arnhold Bros. & Co., Standard Oil Co. of New York, in Shên-si-kai, Shêng-chia Yang-hang (sewing-machines) at Pê-hsiang-kai; **French**,—India and Eastern French Trading Co. or *I-chang* (wines and liquors) in Hsin-fung-kai, Li-ho (exporter of bristles) in Wu-ku-kai, Chi-li (exporter of bristles, rhubarb, etc.) in Yao-chia-hang, Li-yüan Yang-hang (watches,

cloth, etc.) in Hsin-fung-kai, Kung-hsing Yang-hang (exporters of pigs' fat and entrails) at Ta-ho-lung-mên; *Japanese*,—Mitsui-yōkō (export) in Pai-hsiang-kai, Burin-yōkō (general goods) in Chien-hsi-men-kai, Morimura-gumi, Yurin Kōshi (matches) in San-yüan-miau-kai, Nisshin Kisen Kaisha (transportation) in Pê-hsiang-kai, Shinri Yōkō (export and import) in San-yüan-miau-kai, Zuiwa Yōkō (medicines) in Hsin-fung-kai, Taiwa Yōkō (medicines, etc.) in Hsin-fung-kai, Wakabayashi Yakubō (medicines) in Hsin-fung-kai, Tōkwa Kōshi (matches) in Sên-hsien-kou, Shūfuku Yōkō (export) in Chien-sz-mên-chêng-kai, Fukki Yōkō (export) at Tai-ping-mên-wai; *Chinese*,—Tung-shêng-i (import) in Hsin-fung-kai, Bank of China, Bank of Communications, China Merchants' Steam Navigation Co., Szechwan Steam Navigation Co., etc.

Chung-king (pop. close to 600,000), facing the river on three sides, is backed by a high mountain. It is surrounded by a wall 100 ft. high, 5 m. long, which is pierced by 17 gates, of which nine are usually open, the rest being kept closed. The busiest streets are those leading from the Chau-tien, Tung-shui, and Tai-ping-mên gates. Outside the city the port presents scenes of busy traffic,—the many junks anchored here come from the interior of Szechwan, and from Hunan, Hupeh, Yünnan, and Kweichow Provinces. Nowhere on the Upper Yangtze, except at Hankow, can so many junks be seen as at Chung-king. The average rise of the river during the rainy season is from 70 to 90 ft.—at I-chang from 40 to 50 feet. Its highest rise, 120 feet, was in 1878. The river here is 630 ft. above sea-level, and the average fall to I-chang is 14 in. per mile. The narrow gorges below Chung-king prevent the free flow of the water, which backs up in the upper reaches. Between Chung-king and I-chang, besides the formidable gorges, there are 13 big rapids and 72 smaller ones. On the left bank of the Kialing and facing Chung-king, extending below the junction of the two rivers, is the walled city of Kiang-peh-ting, now forming a part of Chung-king. The latter, occupying a space less than one mile square, is built on a solid rock with no possible chance for drainage, and consequently reeks with odours even more pronounced than in most Chinese cities.

Exports: Hides, leather, furs, bristles, musk, rhubarb (and other medicines), silk yarn, silk fabrics, insect wax (*pai-la*), hemp, iron, copper, salt, etc. This list shows, in part, the immense natural resources of the up-river country. The net value of the trade in 1920 was Hk. Tls. 35,428,000, as compared with Hk. Tls. 41,572,000 in 1919, and Hk. Tls. 30,099,000 in 1918.

Salt Manufacture at Tsz-liu-ching. Szechwan produces at various places a large amount of salt from saline wells; the largest output, however, comes from wells in Tsz-liu-ching and

neighbourhood, situated on the highway between Chung-king and Kia-ting-fu. Originally a poor country district, Tsz-liu-ching has become a prosperous town with the growth of the salt industry. The Central government has at this place a salt gabelle (salt tax) office which controls the manufacture of salt, and therefore this wealthy town, not under provincial jurisdiction, practically enjoys the privileges of self-government. The first working of saline wells here dates back to the 3rd century B. C., when two families by the name of Wang and Mei introduced the process. These founders of the industry are now worshipped in a temple dedicated to their memory. *Saline and Gas Wells.* Besides the saline wells there are wells from which issue natural gas, a fuel which is utilized in the salt-manufacturing process. At present there are some fifty wells here which supply either saline water or gas. The annual output of salt amounts to about 220,000,000 catties (or about 130,000 tons).

The boring for wells is considered an exceedingly difficult operation, but experts can determine with reasonable accuracy the spot where a deep boring will reach the saline reservoir. The wells are generally from 1,000 to 3,000 ft. deep. Apparently the gas area lies above the saline reservoir, as, in the process of boring, the gas is reached before the saline water.

Chung-king is connected with Chêng-tu, the capital of Szechwan, by a national highway (160 m.). There is also a river route along the *Lu-kiang*, which, following the N.E. outskirts of Chêng-tu, passes Chien chow, Tzê-chow, and Lung-chang, the river emptying into the Yangtze some distance above Chung-king.



San-yu-tung Valley, near Ichang

This tributary is navigable all the way to Chêng-tu. The *Kia-ling-ho*, at whose junction with the Yangtze Chung-king is situated, brings the city into communication with the E. portions of Szechwan, as well as with Lo-yang in Shensi, and with Kai-chow in Kansu. Between Chung-king and Hsü-chow, which is 200 m. farther up the Yangtze, the river is navigable even for steam-launches, and from Hsü-chow to Chêng-tu and other towns of the interior, the *Min-kiang* is navigable for junks (the distance between Hsü-chow and Chêng-tu by the Min route being about 200 m). *Places of Interest*: *Tu-shan*, a hill on the S. bank, where according to tradition the Emperor Yü (p. 125) met the princes of the realm at a grand assemblage; *Lau-chün-tung*, another hill W. of Tu-shan, commanding a wide prospect from its summit, where stands Lau-tsz-miau (or Lao-tzu-miao), a temple dedicated to Lao-tzu, the founder of Taoism.

Cheng-tu 成都

Routes to Cheng-tu. (1) Overland from Wanh sien (p. 216) *via* Liang-shan, Ta-chu, Ku-hsien, Shun-king, Peng-ki, and Ta-ho-chen by palanquins (430 m., requiring 15 days); (2) overland from Chung-king *via* Yung-chuan, Lung-chang, Tzu-chow, Tzu-yang by palanquins (346 m.—12 days); (3) water route from Chung-king *via* Lu-chow, Hsü-chow, Kia-ting, etc.—about 300 nautical miles, of which the first 180 miles, as far as Kia-ting, can be covered by steam-launch during the season. The rest of the journey is made by native boats only.

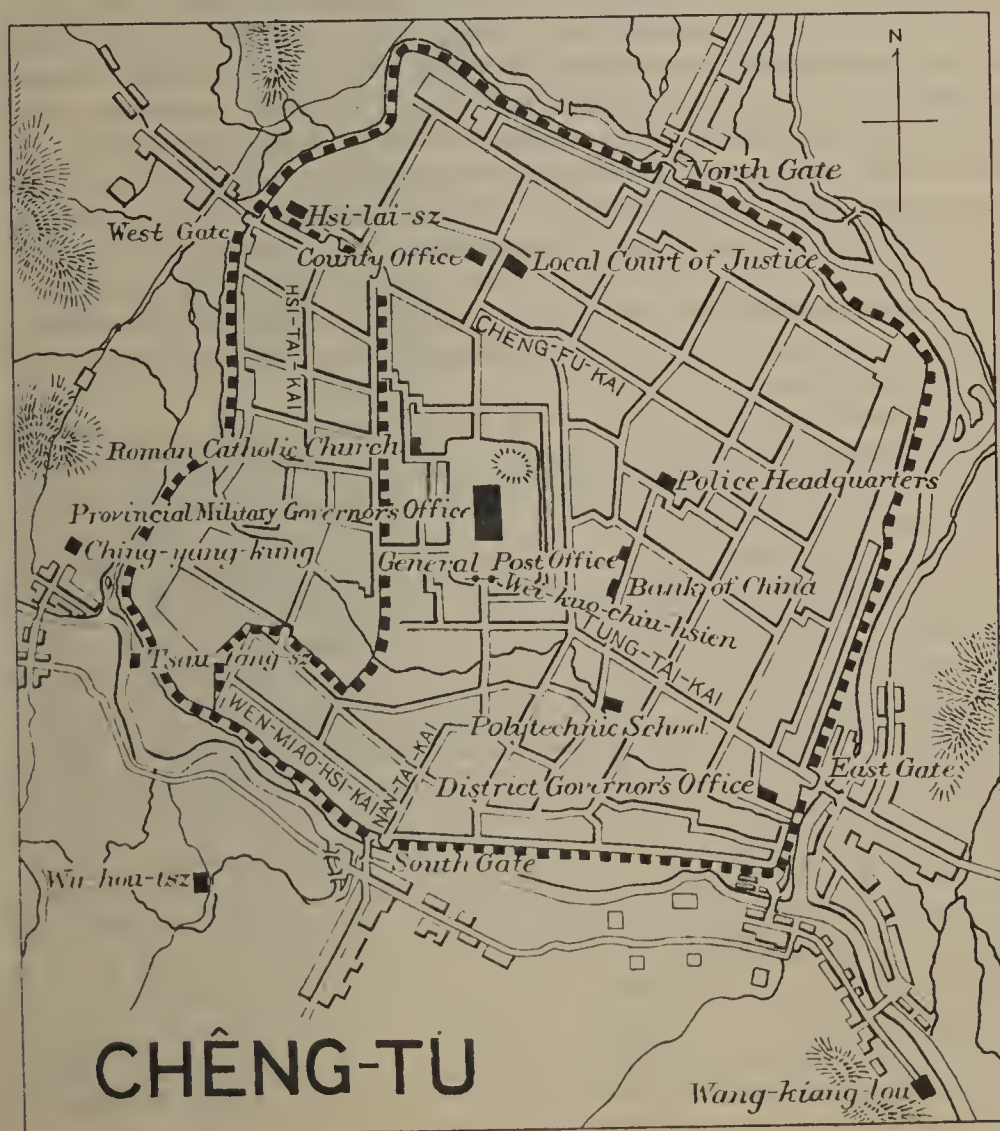
Inns. There is no foreign-style hotel. Among many native inns the principal ones are: Yüeh-lai-Lükwan (on Tsung-fu-kai), Yung-chêng Lükwan (on Tung-tai-kai), Ting-hsin Lükwan (on Hsin-kai), etc. *Restaurants.* Semi-European style: Chü-fêng-yuan (on Hwa-hsing-kai), Hsi-tang-chun (on Tzu-tung-kiao), and I-ping-hsiang (Shang-yeh-chang), etc.

Post, Telegraph, and Telephone: General Post Office (on Shu-wa-kai), Telegraph Office (on Tzu-hui-tang-kai), and Telephone Office (Hwa-hsiang-kai). *Banks.* Bank of China, Jui-chuan-yuan Yinghang (on Nan-shu-wa-kai), Tieh-tao-Yinghang (on San-tao-kuai-kai), Tao-sheng Yinghang (on Tung-ta-kai).

Consulates. British, French, and Japanese.

Chêng-tu (pop. over 400,000), a city of many classical memories and the capital of Szechwan, situated in 30° 41' N. lat., 103° 11' E. long., surrounded by mountains on the E., W., and N., is in the midst of a plain which is thought to have been an ancient lake-bed. The plain, roughly rectangular in shape, being 70 m. from N.E. to S.W., 30 m. from N.W. to S.E., has an area of 2,100 sq. m., and is considered one of the "most highly

productive and most thickly populated pieces of land of its size on the surface of the globe." The land was originally composed almost throughout of boulders and pebbles washed down by mountain torrents flowing from the N. E., but it has been made exceedingly productive by a "layer of fertile loam, the product of sewage matter, diluted by the annual vegetable decay." This wonderful transformation was effected through a system of irrigation which consists of regulating the upper waters of the Min, taming their violence, bringing them into subjection by means of bars and dykes, and guiding them into a network of canals which intersect the length and breadth of the plain. This remarkable system of irrigation was introduced by two governors of Chêng-tu, the elder and younger *Li* in the third century B.C. The shrines dedicated to their memories may be seen on the river



bank, N. E. of Chêng-tu. Chêng-tu was first surrounded by a wall in 311 B. C., the 4th year of the Emperor Nan of the Chou 周 Dynasty. The present walls are of much later construction. The place acquired a unique position among the first cities of China owing to its being made the seat of government under the Minor Han Dynasty. This Minor Han Dynasty, though the smallest of the three states into which the land was then divided, has since been generally regarded as a legitimate dynasty, and during its comparatively short life (A. D. 221-264) conferred a high prestige on Chêng-tu. But the impelling interest which this city has always possessed for literati and statesmen is due to its association with two men: *Chu-ko Liang** and *Tu Tzu-mei*,† who, the former as a soldier-statesman, the latter as a poet-patriot, enjoy immortal fame in Chinese history.

General Description of Chêng-tu. In the centre is the old palace quarter, occupied by the Emperors of the Minor Han Dynasty. The palace walls, rectangular in shape, are in ruins and are surrounded by moats. Inside, not one building remains to remind one of the original palace. The front entrance gate, with the inscription *Wei-kuo-chiu-hsien* 爲國求賢 ("For the State seek wise men") alone bears witness to the high ideal of government held by the Minor Han Dynasty. The moats are connected with canals inside and outside the walls, the water of which flows through the moats and canals and empties into a large canal outside the E. Gate of the city. The only buildings of any consequence in the old palace quarter are the bazaar and

* **Chu-ko Liang** at first led a retired life at Siang-yang (N. of the modern Hankow), where *Liu Pei*, posthumously known as the Emperor Chao-lieh-ti called on him thrice, in order to enlist his services for the restoration of the overthrown Han Dynasty, of which he was a surviving member. Chu-ko Liang finally consented to give his services, and until his death served Liu Pei and his son in a most loyal and able manner. Though the Minor Han Dynasty was finally overthrown at his death, his memory has been revered ever since by the Chinese literati, to whom he is the ideal leader of all time.

† **Tu Tzu-mei**, the poet-patriot, flourished in the 8th century. When young he failed in the public examination, and, though himself conscious of his extraordinary power, was never placed in an official position worthy of his abilities. He led a miserable, forlorn existence. When he was forty-four years of age, a great rebellion led by An Lo-shan broke out. The Emperor Hsüan-tsung with his court fled to Chêng-tu, and, though the capital (Si-an) which had fallen into the hands of the rebels, was soon regained, the civil disturbances continued for a long time. Tu Tzu-mei found refuge in Chêng-tu, where he sang the praises of Chu-ko Liang and poured forth his lamentations upon the disturbed state of his country. Not only was he great in poetic gifts but also in character, as evidenced by the fact that though disappointed in his career he never complained, but always remained a loyal subject and patriot, who it was said "never at any moment forgot his sovereign." Another poet of great genius was Li Tai-po, the friend and contemporary of Tu Tzu-mei. These men, by universal consent, are conceded to be the two master poets of China. In robustness of character, in intensity of conviction, in the powerful handling of words, Tu Tzu-mei may perhaps be compared to John Milton, the Puritan Poet; both were poet-statesmen and both bore with stoical courage the tragical fate of their lives,—though the two represented quite distinct ideas.

the Kung-yüan (Examination Hall). *Kuan-ti-miau* (one of the largest buildings in the city), a temple dedicated to *Kuan yü*, contains large halls resorted to by the gentry of *Chêng-tu* for purposes of recreation. To the W., outside the city, is a separate quarter, surrounded by walls, which is occupied by Manchurian Bannermen and their families. The busiest quarter is inside the E. Gate, where a street, 50 ft. wide, is lined by rows of large shops, whose sign-boards with their gilt inscriptions will at once attract the eyes of a stranger. The city has had little peace since the revolution, suffering much in the fighting between the Yunnan and local troops.

Shops dealing in the same kind of wares are generally located in particular sections. Curio shops are found in Hui-fu-kai, book stores in Hsüo-tau-kai, embroidered goods, furs, porcelain, woven fabrics, hardware, clothing, hats, shoes, etc., each in separate quarters. The curio shops sell bronze, stone and porcelain ware, and Tibetan Buddhist images. The bronze ware consists of flower vases, incense-burners, etc.; the stone ware (tea and wine cups) is made of white and blue stone; the Tibetan Buddhist images are of bronze, $4\frac{1}{2}$ inches high, set on stands 2 inches thick, and contain within the abdomen scriptures and pieces of precious wood. *Chêng-tu* is rich in collections of ancient paintings and calligraphy, but as many are not genuine, care should be taken in their purchase.

Places of Interest. *In the City* :—Wu-tan-shan, in the N. W. corner of the city, is the place where the ceremony elevating *Liu Pei* to the Imperial Throne of his ancestors was held; *Wên-chu-yüan* (a temple), inside the N. Gate, contains a celebrated Buddha image made in Tibet. *Outside the City* are Wu-hou-tzu, Wang-kiang-lou, Shwang-hsiau-tsz, Ching-yang-kung, Tsau-tang-sz, etc. :

Wu-hou-tsz 武侯祠, outside the S. Gate, is a temple dedicated to the Emperor Chao-lieh-ti (*Liu Pei*) and his great minister, Chu-ko Liang, but popularly known as the temple of Chu-ko Liang. The temple, or rather temples, are surrounded by walls with the entrance gateway on the south. The latter bears the inscription 漢昭烈廟 or the "Han Emperor Chao-lieh's Temple." In the court within the gate are two huge stone tablets, the one to the left commemorating the building of the Chao-lieh Temple (erected by the Emperor Chieh-lung of the Ching Dynasty), the other to the right commemorating the building of the temple dedicated to Chu-ko Liang. Beyond the second gate is the Main Hall, which in the centre contains a life-size statue of the Emperor Chao-lieh, flanked by statues of his ministers and generals in galleries to the right and left. There is still a third gateway farther inside, leading to *Chu-ko Liang's Temple*. The Hall contains the life-size statue of the Great Minister, in front of which is a large incense-burner. To the left of the statue are

two bronze drums, said to have belonged to Chu-ko Liang, which are decorated with the figures of six frogs. On the inner walls of the Hall are hung poems and other writings celebrating the virtues of Chu-ko Liang. Among them, the celebrated poem entitled *Ku-po-hsing*, by Tu Tzu-mei (see below), written by a famous calligrapher, *Yen Chên-ching*, is noteworthy. On stones in the outer walls are inscribed the First and Second Memorials to the Throne (the then reigning Emperor being the son and successor of Chao-lieh), which are the testaments of the Great Minister. These two memorials, so full of wise advice and loyal devotion, have made Chu-ko Liang immortal, and they are regarded as a source of inspiration to aspiring youth wherever Chinese literature is studied. To the right of the temple is a lake, by the shore of which is an arbour, Chin-ting or the "Harp Arbour," containing a harp made in imitation of one owned by Chu-ko Liang.

As a sample of Tu Tzu-mei's poetry, the following is a translation of his *Ku-po-hsing* ("On an Ancient Oak Tree"). It is necessary to say that while "the original is a jewel, the translation is an earthen tile."

On an Ancient Oak Tree. 古栢行

by *Tu Tzu-mei* 杜子美

There is an ancient oak tree

In front of the Temple of Kung-ming†, † *i.e.* *Chu-ko-Liang*.
Its branches are strong as bronze,
Its roots as hard as stone;
Its frosty bark, moistened with rain,
Measures forty embraces round,
Its branches tower up to heaven,
Two thousand feet high.

The Sovereign and Minister have found

A time of great opportunity,

But in vain is this oak tree*

*The tree, though solitary, is not
entirely without sympathizers.

Admired and pitied by men;

Yet oft the clouds hover, bringing it

Into communion with distant Mu-hsiat††,

†† Ravines to the S. E.
of Chêng-tu.

Or there appears the bright moon, holding it

In one cold embrace with Mt. Hsüeh‡.

‡ A snow-clad mountain
N.W. of Chêng-tu.

Yesterday I made a pilgrimage to the Temple,

Taking a path round the east of *Chin-ting*;

There I found enshrined in one temple

Both the First Emperor and Marquis Wu;

From the midst of an ancient plain there towered

The evergreen branches of the oak,

The buildings, richly decorated in blue and red,

Stood by in solitary grandeur.

Although the Tree in its massive strength

Is in the earth firmly rooted,

Yet its branches, rising in the air so high,

Suffer much from every strong wind;

That it has been so well and so long preserved

Must to Divine Protection be ascribed,

That its trunk is so erect and straight

Must be all praise to the Creator.

If some large house, half-fallen, needs a support,
 This oak would provide just such a beam,
 But ten thousand oxen will find it
 As heavy as a hill to carry :

The Tree has become celebrated
 Without writing a single line ;
 Though to be cut it never refused,
 Who will be able to transport it ?

From becoming a home for ants ? ¶ Ants may eat into the trunk,
 No pains and efforts will free it, but the tree has honours.
 While among its glorious branches
 Divine *lan-fêng* ** will find shelter oft ; ** A mythical sacred bird.
 Let no man complain, therefore,
 If his services are not required ;
 Remember, a big man, like a big tree,
 Is difficult of employment.

Note. As stated, Tu Tzu-mei was a great admirer of Chu-ko Liang, or, as he is otherwise known, Kung-ming or Marquis Wu. The celebrated oak-tree in front of the temple is looked upon as a fit memorial of Chu-ko Liang. But Chu-ko Liang found an opportunity for public service and a master to employ him, while the big oak-tree stands solitary, having failed to find a master-carpenter to employ it as a support for some large falling house. In this respect the tree is likened to the poet himself, who, though conscious of great gifts similar to those possessed by Chu-ko Liang, has not yet been sought by a Sovereign to fill a responsible post. On the other hand the tree is more fortunate than he, as it has already become "celebrated without writing a single line," while the poet, notwithstanding his many great productions, is yet unrecognised.

Wang-kiang-lou 望江樓 or the "River-beholding House," on the bank of the Chin-kiang, outside the S. Gate of the city, is a restaurant consisting of several buildings, which stand in the



Wu-shan Gorge—p. 214

midst of a beautiful landscape garden. The best view of the river may be obtained from the buildings, *Cho-chin* and *Yin-shih*. Between them is a three-story house, from which there is a distant view of *Mt. O-mi-shan*, as well as a near view of the river *Chin-kiang*, on which many boats are usually seen.

Shwang-hsiau-tsz 双孝祠 (about 1 m. from the S. Gate), a temple dedicated to two youths noted for their filial piety, is surrounded by a beautiful garden. Note a stone tablet elaborately and singularly carved, which commemorates the virtues of the youths worshipped in the temple.

Ching-yang-kung 青羊宮 about 1/2 m. W. of Shwang-hsiau-tsz, is the head temple of Taoism in Szechwan. The buildings are comparatively new, having been erected in the latter half of the 17th century. The old temple was destroyed by fire during the civil wars at the close of the Ming Period. The stone gateway shows carvings of clouds and dragons. Among the temple buildings the most noteworthy is the Octagonal Hall, which stands on an octagonal foundation of polished stone, with steps on its 8 sides. Its 8 black stone pillars, supporting the eaves, are adorned with gilt figures of carved dragons standing erect. In the Hall, which has a panelled ceiling made of plain, unvarnished wood, is a bronze image of Lao-tzu (the Founder of Taoism) riding on a bull.

Tsau-tang-sz 草堂寺 is a Buddhist temple, famous from its connection with the poet Tu Tzu-mei, whose temple stands beside Tsau-tang-sz, on the site of the poet's old residence. These temples stand in the midst of a grove of oaks, with the river *Chin-kiang* on three sides. The river at this point is known by the name of *Wan-hwa-ki*, or the "Flower-washing Stream." This place, outside the S. Gate, is reached by crossing the Lo-han Bridge. The Buddhist temple consists of large buildings surrounded by an attractive garden. The temple dedicated to the poet is reached by a path to the right, in front of the Main Hall. The entrance gateway bears the inscription *Tu-kung-tsz*, or "Master Tu's Temple." The temple, surrounded by trees and bamboo-groves on three sides, is a beautiful structure with galleries, with the inevitable courtyard, in which are magnolias, orchids, small bamboo, and other trees. There are several arbours, where visitors may rest.

A Visit to O-mi-shan 蛾眉山

If time permits, the climb of O-mi-shan and a visit to its numerous temples is interesting. The mountain, 170 m. S.W. of Chêng-tu, consists of the peaks *Ta-o*, *Êr-o*, and *San-o*; *Ta-o*, or the "Largest O-mi" (about 10,000 ft.), being the highest. This peak is celebrated not only as being the seat of worship of *Pu-hsien* 普賢 (*San-*

skrit, Samanta-bhadra Bodhisattva), but also because its scenery is wonderfully grand and wild. Certain natural phenomena, called the Buddha Light and Buddha Lanterns, regarded by devout natives as manifestations of the Buddha, are impelling factors of attraction for the crowds of worshippers in summer. Foreign visitors are welcomed and may obtain accommodation overnight at the different temples. The visitor should provide himself with food, cooking apparatus (such as a portable stove, a pot or pan, charcoal, etc.), and bedding (including a mosquito net). Vegetables, eggs, chickens, sugar, etc. may be procured at O-mi-hsien, a town at the foot of the mountain, but other supplies and equipment must be taken from Chêng-tu. In order to avoid carrying heavy copper cash it is usual for visitors to take with them notes, a kind of paper money issued by the *Chien-chuang* (exchange houses) of O-mi-hsien. These notes are of the denominations of 1,000, 500, 100 and 50 *wen*, etc. The *wen*, roughly valued at about one-tenth of a cent, is a coin used in many places in the interior. In the cities, the cent is the smallest coin now in use.

In visiting O-mi-shan from Chêng-tu, a junk is usually taken on the Min-kiang as far as Kia-ting, whence it is but a short distance to O-mi-hsien. After making the climb, return is made to Chêng-tu by way of O-mi-hsien, Kia-kiang-hsien, Mei-chow, Peng-shan-hsien, and Shwang-liu-hsien.

Ascent. The first temple reached after leaving O-mi-hsien, *via* its S. Gate, is *Fu-hu-sz*, situated at the foot of the mountain. *Fu-hu-sz* 伏虎寺 is the largest of the numerous temples on the mountain and consists of many large buildings—one of them containing 620 statues (almost life-size) of *Lo-han* (*Sanskrit*, Arhan or Buddha's immediate disciples), who are represented in all sorts of shapes and postures.

Ta-o-sz 大蛾寺, the second temple visited, is one of the largest and most celebrated temples on the mountain. It was founded by *Shêng-tien*, a priest of the Ming Period, and has since been repeatedly renovated and repaired. The temple serves as a hostelry for foreign visitors. It is reached by first ascending a very steep road, consisting at one place of some 200 log steps, then it is a descent by a path to *Yen-kia-tsz*, a small village. On the way several ruined temples are passed, and also, on the last part of the path, a huge, rocky wall, on which are inscribed various ideographs from the brushes of several famous literati, among others of Su-Tung-po. The four characters written by this celebrated poet and essayist of the Sung Period read *Yun-wai-liu-chun*, meaning "Beyond Clouds flows Spring."

Kwang-fu-sz 廣福寺, a temple also called *Tsz-yün-sz*, is reached by taking a path westward from *Ta-o-sz*, passing several temples, to *Lung-shêng-kang*, thence following a N.W. course. A peak, *Niu-hsin-ling*, in front of the temple gate, looms up behind the

temple. A path leads to the W. Gate of O-mi-hsien, which visitors usually follow on their way back from the summit.

Ching-yin-ko 清音閣, the next temple reached, on Niu-hsin-ling, is most picturesquely situated,—on both sides flow mountain streams, which, uniting in front of the temple, leap down as a waterfall over a high precipice. Each stream is spanned by a bridge,—the two being known as *Shwang-fei-chiau*, or the “Twin Flying Bridges.”

Wan-nien-sz 萬年寺 is the next temple to be visited on the way from Ching-yin-ko, along which two temples are passed—*Chin-lung-sz*, at Pei-lung-tang, and *Ling-kwan-lou*. Climbers usually take a short rest at the former temple. In some places the road is very steep. Wan-nien-sz is an old temple dating back to the time of the Chin 晉 Dynasty (3rd century after Christ), when it was known by the name of *Pu-hsien-sz*. In the Tang Period the temple was called *Pai-shui-sz*; in the Sung Period, *Pai-shui Pu-shien-sz*, the present name being adopted in the Ming Period. Of the seven original buildings four have been destroyed by fire; those remaining are *Pi-lo-tien*, *Chuan-tien*, and *Hsin-tien*. Chuan-tien is a brick building which contains a bronze statue of Pu-hsien Bodhisattva, riding on an elephant 10 ft. high. The statue was made at Chêng-tu, early in the Sung Period, and is highly venerated. The temple is used by foreigners as a hostelry.

From Wan-nien-sz the road leads through a most wild and solitary region, partly up a very steep path where visitors have to clamber up stone steps, till a temple called *Hsi-hsin-so*, or the “Heart-resting Place,” is reached. Usually a coolie is hired to carry the traveller on his back over this steep path; wealthy people hire a palanquin with numerous carriers. This point is about half way to the summit. Proceeding farther on through a very wild and picturesque region, the traveller reaches

Hsien-hsiang-chih 洗象池 or the “Elephant-bathing Lake,” so called from a belief that whenever Pu-shien Bodhisattva passes this place on an elephant, the animal is allowed to bathe in the lake. On the lake shore is a small temple, where one may stay overnight. From here may be had a distant view of Kia-ting city.

From this lake to the summit the path first leads to *Ta-chêng-sz*, where there is an iron monument inscribed with archaic Chuan characters. Next is *Pai-yün-sz*, noted because certain gorgeously-feathered birds, known as *Tung-hwa-fung*, are said to visit the wood near the temple when the *tung-hwa* or paulownia flowers bloom, departing when these flowers fall. Next is *Lei-tung-ping-sz*, a temple originally built in the Han Period (2nd century after Christ). In the temple are several iron

statues of Buddha. To the right of the temple is a large ravine with a dense growth of trees, which is believed to be the meeting place of the Thunder-god and the Dragon. Leaving the temple, a steep, winding path is followed, along the course of which are 84 turns, to *Chieh-yin-tien* and *Tai-tsz-ping* (at high altitude, the vegetation consists of a thick growth of short bamboo and solitary pines). Rests are usually taken at the last-named places. After passing *Yung-king-sz*, *Chen-hsiang-ta-sz* (where in a nine-story pagoda, is the mummy of the Priest Tungtien of the Ming Period, the founder of the temple), *Tien-mên-sz* (where the path, between rocks, is so narrow that two people can scarcely walk abreast), *Chi-tien-chiau*, and *Ho-shang-ta*, the summit is reached.

The Summit is a flat space, on which are a few small trees. The weather at the summit is usually cold, with much wind and rain. On it are several temples: *Chin-tien* 金殿 or the "Gold Hall," so called from the fact that when it was first built in the Ming Period, much gold was used in its ornamentation. The present building, which replaced the original, bears no trace of gold, but it is a stately hall seating 700 people. The original building was roofed with iron tiles, which now in a useless heap are being carried away as souvenirs by visitors. In front of *Chin-tien*, is *Hsi-wa-tien* or the "Tin-tiled Hall," so called from its having been originally roofed with tin tiles; though it is now shingle-roofed. To the right of *Chin-tien* is *Kwang-hsuang-sz*, roofed with iron tiles. Behind the latter but slightly to one side is a hall, known as *O-mi Chin-ting* 蛾眉金頂, which, standing on higher ground than the other buildings, occupies the highest spot on the summit. Its tiles, pillars, walls, etc., are said to have been originally decorated with copper, some of the decorations being inlaid with gold. There are no traces of metal ornamentation in the present building. Many minor buildings exist. Though there are two springs on the summit, there is an insufficient supply of drinking-water. The deficiency is made up by rain water, which is collected in huge wooden reservoirs. There are two ponds, on which are found numerous birds: Bluetails, whitish in colour, with yellowish feet and a horn-like projection from the head. They are worshipped by the natives as possessing power to send rain in time of drought. *Wu-ti-yen* 無地巖 (not far from *O-mi Chin-ting*) is a rocky projection which, over a precipitous side of the summit, commands a magnificent view of distant mountains. It is also called *Kwan-kwang-tai*, for the reason that it is believed to be the best place from which to see the Buddha Light (*Fo-kwang*) and Buddha Lanterns (*Fo-têng*).

Fo-kwang, or the "Buddha Light," may be seen in the daytime between 10 and 12 o'clock. It is heralded by a silvery reflection of sunlight on the clouds and by the appearance of a few birds called *Fo-hsien-niau*, which honk

like geese as they fly. The Light is a large circular light, lasting for only two or three minutes, which appears just below *Wu-ti-yen*. **Fo-teng**, or the "Buddha Lanterns," may be seen at night. These lights, at first only four or five in number, soon increase to several hundreds, some of them remaining stationary, others moving slowly, some fast. When these lights appear the priests enjoin strict silence on all spectators.

Descent. From the summit to *Lien-hwa-shih* the same path followed on the ascent is used, but between *Lien-hwa-shih* and *Ching-yin-ko* the descending path is at the right of the ascending path. There are numerous temples and other interesting sights on the way, the more important ones being: *Kwan-yin-yen*, a huge wall of rock by the wayside, over which flows a waterfall; *Hsien-fung-sz*, a pretty temple; *Chiu-shih-chiu Tau-kwai*, or the "Ninety-nine Dangerous Steps," a very steep, dangerous path; *Hung-chun-ping* or *Chien-fo-an*, a large, splendid temple, which is a good place for an overnight stop; *Shan-wang-miau*, a temple in which a tiger-image is worshipped, (so that this part of the path may be immune from the attacks of tigers); *Niu-hsin-sz*, on *Niu-hsin-ling*, a small, dilapidated temple, but interesting on account of its founder, the famous Chi-yeh of the Sung Period. Between *Ching-yin-ko* and *Kwang-fu-sz* the path taken on the ascent is again used, but from *Kwang-fu-sz* an entirely different course is followed. Crossing a chain bridge (200 ft. long) at the foot of the mountain, *Lung-mên-hsia*, a picturesque spot where there is a large cave, called *Lung-mên-tung*, or the "Dragon-gate Cave," is reached; about $\frac{1}{2}$ m. farther the road leaves the mountain for the road over the plain. The next place of interest is *Shêng-chi-sz*, a large temple founded in the Ming Period, its chief attraction being a huge statue of Pu-hsien Bodhisattva, mounted on a recumbent elephant. In the temple grounds is a twelve-story copper pagoda, 20 ft high. On its exterior are 4,700 small Buddha-images, and within the Buddha Room is engraved the entire text of the Hwa-yen sutras. In the Belfry is a bell known as *Pa-kwa-chung** 9 ft. in height, 8 ft. in diameter.

Chêng-tu to Si-an

The route into Chêng-tu, previously described, was by way of the S.E. Road. The following description follows the N.E. Road to *Si-an*, the ancient capital of China. By means of these two roads and the Yangtze River, Chêng-tu maintains its con-

This bell, **Pa-kwa-chung** ("the Eight Diagrams") is so named because on its surface are some of the famous "Eight Diagrams," a combination of three straight or three divided lines, or an arrangement including both, but never made up of more than three lines. These diagrams, used by fortune-tellers in their divinations, are said to have been invented about 3000 B.C. by the legendary monarch *Fu Hsi*, who copied them from the back of a tortoise. Each diagram represents some power in nature, either active or passive, such as fire, water, thunder, earth, etc. A further description of "the Eight Diagrams" is given on p. LXVIII.

nection with the rest of China. Though portions of the N.E. road through the mountain passes are difficult even for the unencumbered traveller, it is the only route into Chêng-tu from the N.E. and despite its difficulties it is yet a well travelled road, and considerable merchandise is carried over it. The part known as Yün-chan is a most difficult pathway, now skirting high, rocky precipices, now descending deep into mountain gorges, and at several places consisting merely of log steps, made by fastening logs horizontally on the side of rocky precipices. This famous pathway is about 170 m. long, and seven days are required by travellers to pass over it. The road to Yün-chan, and farther on, after crossing the pass, for the greater part of the way to Si-an, is over plains. The following is a brief description of Yünchan Pass.

Yünchan 雲棧 Pass. This pass begins at Sung-hsien-ting, 3 m. from *Tze-tung*, situated some 80 m. from Chêng-tu, at the N.E. end of the Chêngtu plains. The pass ends at *Chi-pan-ling*, near *Ning-kiang* in Shensi Province. Between Tze-tung and Ning-kiang the distance is 177 miles. The stations available to the traveller for overnight stops are: *Wu-lien* (27 m. from Tze-tung), *Kien-chow* (50 m.), *Ta-mu-shu* (83 m.), *Kwang-yüan* (108 m.), *Chau-tien* (135 m.), *Chüan-tou-pu* (157 m. from Tze-tung, 20 m. from Ning-kiang).

Sung-hsien-ting 送險亭 or the "Difficulty Despatching Arbour," is a rest-house on the way, so named for the reason that here the traveller if coming from the N. has left behind the difficult Yünchan Pass and will soon enter the plains of Chêng-tu. Three miles farther on is a mountain pass, *Chi-chü-shan*, where, on the "1,000 Buddha Rock," are hundreds of images of Buddha carved in relief. At the end of Chi-chü-shan is *Shang-ting-pu*, a small place noted as the spot where the Emperor Hsüan-tung, on his flight to Chêng-tu, composed the famous song, *Yü-lin-ling*, in which he poured out his grief-stricken soul in bewailing the tragic death of his favourite wife, Lady Yang. At Ma-kwei, some days previously, the Emperor's soldiers had refused to follow him in his flight, unless he delivered to them his favourite wife, for execution, Lady Yang being regarded as the chief cause of all the disasters from which the country suffered. The next place is *Wa-tsz-pu*, 13 m. from Shang-ting-pu; then, after crossing a mountain, *Pan-lung-shan*, and a river, *Wu-lien-ho*, Wu-lien is reached.

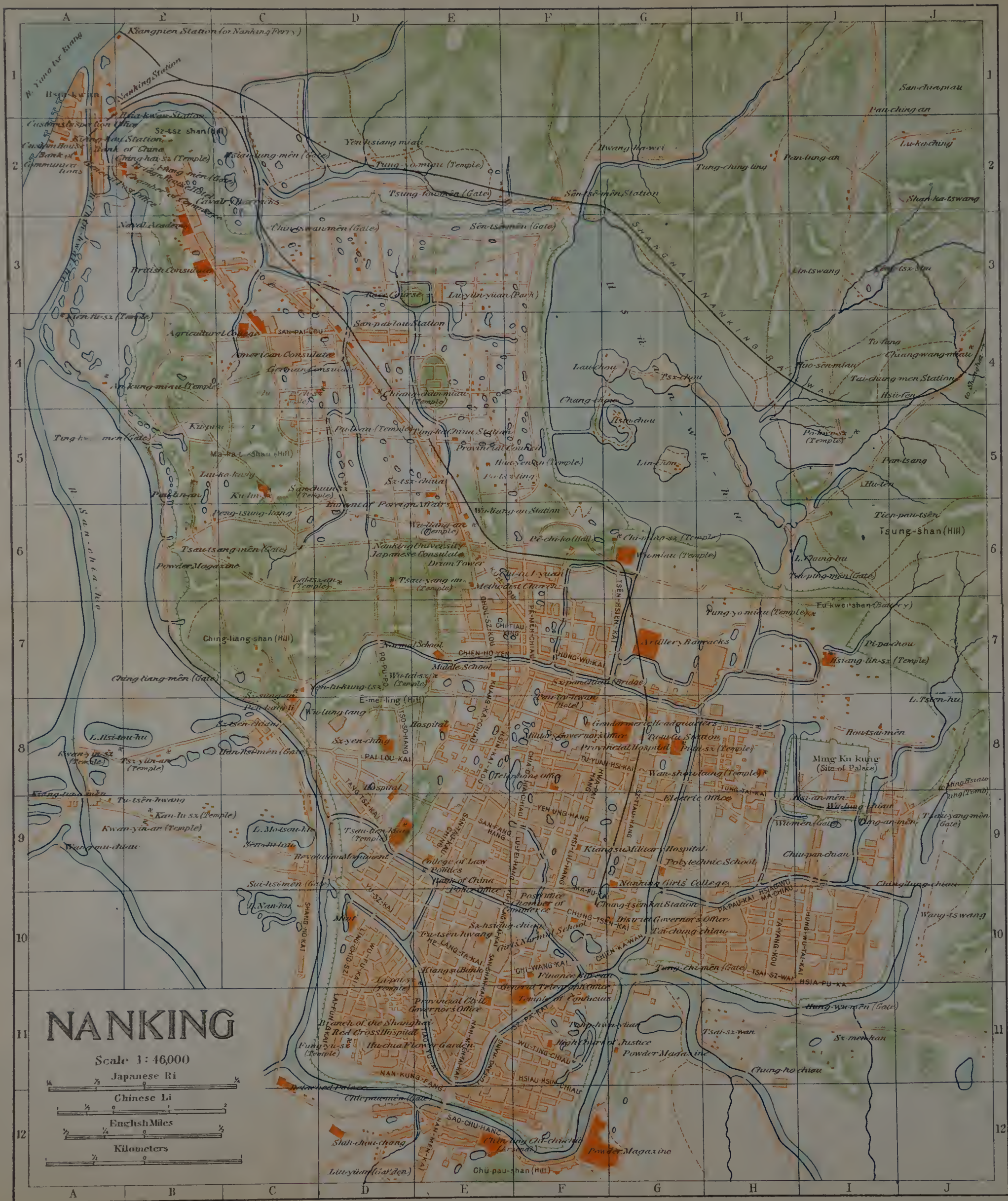
Wu-lien 武連 (27 m. from Tze-tung). Here is a temple, *Chio-yüan-sz*, in which is preserved a stone tablet bearing the inscription, *Hsiau-yau-lou* ("Hall of Transcendental Bliss"), the three large ideographs being from the brush of a celebrated calligrapher, Yen Chêng-ching. Leaving this station, there is a long ascent known as *Wu-hou-po* or "Marquis Wu's Ascent,"

the place where Chu-ko Liang, or Marquis Wu, stopped to rest on his march against his enemy. Between this point and Kien-chow three mountain ranges (Chui-chüan, Ho-ming, and Pu-tsui) have to be crossed. The road is through a thick forest.

Kien-chow 劍州 (50 m. from Tze-tung). Leaving Kien-chow, the path is over *Shih-tung-tsz*, the summit of which is a level plateau. Descending on the other side, *Kien-kwan-yi* is reached. Here is a temple dedicated to General Chiang Wei of the State of Shu. The path now leads across the mountain, and goes behind the temple celebrated in literature as *Kien-ko*, where at a certain spot on the path, shut in by high rocks, there once stood a barrier gate. This barrier, known as *Kien-kwan* or *Kien-mên*, was considered a very strong defence against invaders. This portion of the way, for a distance of about 10 m., between Kien-chow and Ta-mu-shu, is very steep and difficult, being sometimes cut through huge rocks, sometimes carried over logs projecting horizontally from the rocks of a precipice, and sometimes over bridges spanning deep ravines.

Ta-mu-shu 大木樹 (83 m. from Tze-tung). Leaving Ta-mu-shu, *Mt. Pê-wei-shan* has to be crossed, after which *Mt. Niu-tou-shan* is reached. The latter consists of five or six peaks, all of which have to be crossed. The path over these peaks is in places exceedingly steep, but at the highest summit the labour of the difficult climb is rewarded by the wonderful view of innumerable peaks in the prospect. The peaks are covered with forests of horse-chestnuts, scarcely any other kind of tree being found. Descending the mountain and passing the barrier gate, *Tien-hsiung-kwan*, it is 17 m. to the next station :

Kwang-yüan 廣元 (108 m. from Tze-tung), which is a town of considerable importance situated on the E. bank of the upper course of the river *Kia-ling-ho*. About 3 m. from Kwang-yüan the pathway is difficult, leading over projecting logs on steep, rocky precipices, known as *Chien-fo-ai* or the "Thousand Buddha Wall." Here hundreds of Buddha-images are sculptured on a rocky wall, the images being of all sizes and in all sorts of postures, some sitting, some standing, some holding up a finger, some with hands clasped, some frowning, and others with smiling faces. These are said to have been sculptured by order of Governor Wei Hang of the Tang Period. Leaving the "Thousand Buddha Wall," and crossing several mountains : *Fei-hsien-ling*, *Chau-tien-ling*, *Lung-tung-pei*, etc., *Chi-pan-ling* is reached. The path across Fei-hsien-ling is a very steep ascent. On the summit of the mountain there is a temple, named *Fei-hsien-kwan*. Chau-tien-ling is on the E. bank of the *Kia-ling-ho*, which, together with the mountain on the opposite bank shuts in the river, making it a narrow channel between two high walls of rock. The river here is known as the *Chau-tien-hsia*. On



the rocky wall near the river may be seen regular lines of innumerable holes drilled into the rock, into which logs were once placed to form a path. This old path has been replaced by the present highway, higher up. On the opposite side are several beautiful waterfalls. Descending from Chau-tien-ling, the town, *Chau-tien*, on the river bank, is reached. It is a port of call for junks trading between *Kwang-yüan* above and *Chau-hwa* below. Leaving the town, another high mountain, *Chi-pan-ling* (also called *Wu-pan-ling*), 8 m. N. E. of Chau-tien-ling, has to be crossed by a very steep path, some portions of it being made of projecting logs. This is the last difficult passage, and the traveller is rewarded by a magnificent panoramic mountain view from the summit. Descending the mountain, the first place reached is *Chüan-tou-pu*, (157 m. from Tze-tung) then *Ning-kiang* (177 m. from Tze-tung), the N. outlet from Yün-chan Pass. The distance from Ning-kiang to *Si-an* (old *Chang-an*), about 400 m., may be covered in two weeks. There are many interesting towns and cities en route. For Sian, see p. 150.

Railroad Possibilities for Chêng-tu. Several routes have been surveyed to Chêng-tu to tap the abounding wealth of Szechwan,* "which has for decades lured the world's commerce and at the same time held it at arm's length." The Siems-Carey Railway and Canal Co., of New York, has made a survey from Chêng-tu N.E. to Lao-ho-kow in the Han valley. A survey by Belgians was made from Chêng-tu N. through Sian-fu and Tai-yuan-fu to Ta-tung-fu on the border of Mongolia, whence runs a railroad to Peking, and a survey for a railroad through the Yangtze gorges from I-chang to Chêng-tu (731 m.) was made by Richard Wood Randolph, an American engineer, representing the interests back of the Hukuang Loan, the bonds of which are listed on the New York Stock Exchange. The Hukuang Loan, originally intended to cover railway construction only in the provinces of Hunan, Hupeh, Kwangtung and Kwangsi, derives its name, *Hukuang*, from the first syllable of each set of names: *Hu*, as expressed in the first two, and *kuang* (*kwang*), the first syllable of the second pair. Roughly, \$30,000,000 has been spent on this project for railway construction, which begins at Canton, running thence N. to Hankow, and eventually W. to Chêng-tu. Portions of this line have been built, but gaps exist, between Canton and Hankow, as stated elsewhere in this book under the detailed descriptions of the sections through which the line will run when completed.

* Szechwan ("Four Rivers") derives its name from the passage through it of the four principal tributaries of the Yangtze: the Min, Chun-kiang, Fu-kiang, and the Kialing, the two latter uniting to form the Min before its junction with the Yangtze near Chung-king.

Route XIV. Nanking* Including Pukow

Arrival. Although Nanking, one of the most interesting cities of China, is roughly stated to be on the S. bank of the Yangtze River, 210 m. above Shanghai, the main part of the city of Nanking is about five miles inland; its port at *Hsia-kwan*† on the river being its trading quarter (*Shang-pu*), at which are the hulks, or *tun-tswan*, where the Yangtze steamers and the ferry steamers between Hsia-kwan and Pukow moor. Pukow, on the N. bank, is the S. terminal of the railway from Tientsin. For the convenience of the daily Express passengers on the Tientsin-Pukow Line, there is a pier (1 m. below Hsia-kwan), known as Nanking Ferry, which is connected by a short branch line with the Nanking-Shanghai Line. The station at the pier is known as Nanking Ferry (Pl. B 1). Travellers from here bound for Nanking are advised to take motor-car, carriage, or ricksha over an excellent road to Chung-tsên-kai and neighbourhood, the principal part of the city (carriage, \$1.50; motor-car, \$3; ricksha, 40 cents), or train on the Nanking City Railway.

The City Railway or Kiangning Railway, between Kiangkou station (Pl. A 2) in Hsia-kwan and Chung-tsên-kai (Pl. F 10) in the city, is 8 m. long. On this line trains are run every hour between 5.50 a.m. and 9.50 p.m.; fare, 40 cents (1st), 30 cents (2nd), 20 cents (3rd); free baggage allowance, 1st class, 200 chin (266 lbs.); 2nd class, 150 chin (199 lbs.); 3rd class, 100 chin (133 lbs.).

The Nanking-Shanghai Line connects this classic city with Shanghai, the great trading port, Nanking station, the terminus of the line, being located close to Hsiakwan station of the Kiangning Line.

Hotels:—Bridge House or *Hwei-lung* (Pl. B 2), kept by a Britisher, and the Yangtze Hotel or *Yangtze-kiang Lükwan*; both at Hsia-kwan; \$6 up a day. *Hōraikwan* or *Pau-lai-kwan* (Japanese; Pl. F 7, 8), located at Sz-pan-chiau-nan in the city, with a branch at Hsia-kwan. Among the hotels kept by Chinese may be mentioned: *Chung-hsi Lükwan*, *Ti-i Lükwan*, *Ta-kwan-lou*, *Chin-hwai Lükwan*; \$2–5 a day.

Restaurants: *Pau-lai-kwan* (hotel)—*Japanese Food*; *Chin-ling-tsun* (in *Kung-yüan-kai*)—*European Food* (*table d'hôte* \$1–1.50). *Chin-ling-tsun* (in *Kung-yüan-kai*) is a well-known Chinese restaurant.

Consulates: American (*Ta-Mei-kwo Ling-sz Ya-mên*; Pl. D 4); British (*Ta-Ying Ling-sz-fu*; Pl. B 3), both in San-pai-lou; Japanese (*Ta-Jih-tên-ti-kwo Ling-sz Ya-mên*; Pl. E 6), at Tsung-ku-lou. **Custom-House** (*Chin-ling-kwan*; Pl. A 2), in Hsia-kwan.

Banks (*Yin hang*). Bank of China (Pl. A 2) in Hsia-kwan, Bank of Communications (Pl. A 2) in the walled town, *Kiangsu Yinhang* (Pl. E 10) and *Hsintsên Yinhang* (both at Hê-lang Ta-kai) are modern Chinese banks, the Kiangsu acting as the Government treasury. There are no foreign banks in Nanking.

Currency. The currency in use in Nanking comprises dollars, small silver coins, copper coins, smaller copper pieces (with a square hole in the middle), and bank notes. The silver dollars are of several kinds—the Mexican dollar (popularly known as *yin-yang*), and the *yüan-yin* (popularly known as *lung-*

* 南京 (“Southern Capital”)

† 下關 (“Lower frontier gate”)

yang), issued by the Hupeh and Hunan Mints. The smaller silver coins (*hsiau-yang-yin-tsz*) comprise pieces of 20 cents (*liang-chio*), 10 cents (*i-chio*) and 5 cents (*pan-chio*). The copper cent known as *tung-yüan*, or more popularly as *tung-ko-tsz*, is worth $\frac{1}{10}$ of an *i-chio*. The smaller copper cash known as *tung-chien*, with a square hole in the middle, are old native coins, among them some that are privately coined, which, however, circulate on a par with those issued by the Government mints.

Weights and Measures. The Chinese unit of long measure in use in Nanking and neighbouring regions is the *chih* or *tsz* (foot), which is equal to 13.28 English inches. The smallest measure of capacity is the *shao* or *sho* (.0728 gill); 10 shao = 1 *ho*; 10 ho = 1 *shêng* or *sên*; 10 shêng = 1 *tou* (2.25 gals.). The weights are of two kinds: one having the *li* for its unit,—10 li = 1 *fên*, 10 fên = 1 *chien*, 10 chien = 1 *liang* (580 grs.); the other having the *chin* (or catty, $1\frac{1}{3}$ lbs.) for its unit,—2 chin making 1 *yin*, and 100 chin = 1 *tan* (or picul = $133\frac{1}{3}$ lbs.).

Post, Telegraph, and Telephone. Chinese Post-Offices,—the Head Office (*Chin-ling-Yu-cheng-kok*; Pl. A 2) in Hsia-kwan, Chinese Telegraph Office (*Chung-kwo Dien-pau-chuk*; Pl. F 10) in Hsia-kwan, and at Tung-tai-kai in the city. From these offices messages may be sent both in Chinese and the European languages (Roman letters) to places in the interior of China, the rate charged being in proportion to the distance. Telephones (under Chinese management) are installed in all public offices, military headquarters, schools, and important trading houses.

Special Products: Damask silk (*chou-tuan*), porcelain, and fans; shops selling these articles are located in the neighbourhood of the S. Gate.



Pei-chi-ko Tower, Nanking

Situation and History. Nanking is situated near the S. bank of the Yangtze, 375 m. below Hankow, and 193.2 m. by rail from Shanghai; *Hsia-kwan* is its port. On the opposite side of the river is Pukow (the S. terminus of the Tientsin-Pukow Line), the two ports being connected by an excellent ferry service. Nanking is the old classical capital of South China, having been the seat of government successively of the six dynasties in power between the fourth and sixth centuries, before it was made the capital of a new dynasty under the Mings, in 1368. The place was known by different names in different periods,—*Chin-ling*, *Mo-ling*, *Chien-yeh* *Chien-kang*, *Ying-tien-fu*, or *Kiang-ning-fu*,—Nanking or Southern Capital being an honorary title given it by the Ming Emperor Yung-lo (1403–1424), when he removed the seat of government to Peking, or the Northern Capital. Under the Manchu Dynasty, Nanking became the seat of government for the Viceroy (*Liang-Kiang Tsung-tu*) of the three provinces of Kiangsu, Anhwei, and Kiangsi, and also became a great garrison town. In 1853, Nanking was captured by the Taiping Rebels, and thenceforth for eleven years it remained in their hands, being made the seat of the rebel chief, Hung Hsiu-chüan,* who styled himself the *Tai-ping-wang* or “Great Peace King.” In 1911 the city was captured by the revolutionaries, who established here the provisional Republican Government. Since Peking became the capital of the Chinese Republic, Nanking has resumed its former role as the provincial capital.

* *Hung Hsiu-chüan*, chief of the Taiping rebels, was a native of Hwa-hsien, in Kwangtung Province. It was after the close of the Opium War (1839–1842), that Hung Hsiu-chüan, who had imbibed certain tenets of Christianity, began to gather followers, taking advantage of the prevailing famine and consequent anarchy. He hoisted the standard of rebellion at Kên-tin-tsun in Kwangsi Province, calling himself the second son of God, Jesus Christ being his elder brother. He wrote tracts, *Chih-yüan*, *Shih-kao*, etc., and distributed them widely. In a few months he had a formidable following, defeated the Government troops sent against him, and established his headquarters at *Yung-an*, making himself the master of Kwangsi Province. In 1851 he founded the “Kingdom of Great Peace” (*Tai-ping Tien-kuo*), calling himself the “Heavenly King.” He richly rewarded the leaders under him and forbade his followers to shave their heads in the Manchu fashion; hence his followers were popularly called *Fa-fei*, or “Hair Rebels.” Leading his forces northward, he captured Tao-chow, Kwei-yang, and finally Yo-chow, on Lake Tung-ting-hu. Turning E. he captured Han-yang, Wu-chang, Kiu-kiang, An-king, Wu-hu, and at last, in 1853, Nanking. Here he settled down to make laws and administer the new state. He enfranchised slaves, prohibited concubinage and prostitution, and also the vicious practice of foot-binding for women. At the same time he sent forth his generals at the head of enthusiastic armies for the subjugation of neighbouring provinces. At this time the Peking Government called upon *Tsên Kwo-fan* of Hunan Province to aid the government in quelling the rebellion. This man organized the Hunan Volunteer Forces, and by the aid of *Li Hung-chang* and *Tso Tsung-tang*, as well as of General Gordon, the leader of the famous “Ever-victorious army,” finally succeeded in recovering Nanking, in 1863 (the rebel chief Hung Hsiu-chüan killing himself by poison). Thus was quelled this formidable rebellion which had lasted for 15 years. At one time 16 provinces in China Proper were under the sway of the Taiping leader.

General Description. Nanking is surrounded by walls built early in the Ming Period (1368–1644); the walls, from 30 to 50 ft. in height, have a total length of 32 miles, the longest city walls in China. They are pierced by 13 gates, of which four are generally closed, nine gates being open. The traveller from Hsia-kwan enters Nanking by the I-fung-mên gate in the W. wall, which has four other gates: *Ting-hwai*, *Tsau-tsung*, *Han-shi* and *Sui-hsi*. On the S. side are three gates: *Chü-pau*, *Tung-chi*, and *Hung-wu*, of which the first-named leads to the most thriving business quarter of the city, the last-named to the old palace of the Ming Emperors. Turning N. from the latter gate, the first gate reached in the E. wall is *Tsau-yang*, near the Ming Hsiau-ling Tomb, next is the *Tai ping* gate, within which is the Fu-kwei-shan Battery. The road through this gate leads to Tung-shan hill. The wall continues along the W. side of the large lake, Hsüan-wu-hu, to its N. end, where it is pierced by the *Sen-tsê* gate. From this point the wall runs W. and in this N. side wall there are two gates, the *Tsug-fou* and *Chin-tswan*; the Sz-tsz-shan Battery is located within the extreme N.W. corner of the wall. Within these huge walls, the city was planned on a magnificent scale, worthy of the capital of a great country. The railway trains from Hsia-kwan enter the city by the Chin-tswan-mên gate, on the N. side, and from the trains may be seen cultivated lands, among which are found many ancient temples and the sites of old palaces, now overgrown with grass, reminding the visitor most forcibly of the great devastation wrought by the Taiping Rebels. After passing the stations, *San-pai-lou* and *Wu-liang-an* (both in the city), on the left is Pê-chi-ko, a large house on a hill, and soon after the way leads through the former Manchu Garrison Quarters, where, during the late siege by the Republican forces, there were terrible massacres. Coming into the city by the I-fung-mên gate, the traveller will pass through the foreign consulate quarters, and, beyond the new Wu-liang-an Station, will notice a drum-tower (*Tsung-ku-lou*), before reaching Chung-tsên-kai street.

Population. In 1920 Nanking had a native population of 393,000 and a foreign population divided as follows: Americans 150, British 60, Germans 32, French 4, and Japanese 200.

Climate and Sanitation. Nanking enjoys one of the most moderate climates in all China. Though the summer season is somewhat longer, yet the extremes of heat and cold are less here than in most Chinese cities. The rainy season begins in April or May. Autumn is the most delightful season of the year, the weather as a rule being splendid. The greatest summer heat in several years was recorded in 1909, when the mercury stood at 99° F.; the lowest temperature was recorded on December 14, 1907, the thermometer registering 18.5° F. The average



Chin-hwai-ho River and Flower-Boats—p. 242

annual humidity is about 77 *per cent*, there being about 133 rainy days a year, which is 20 days less than in Shanghai, and the snowfall is scarcely ever more than 4 inches, this being the amount which fell in December, 1909. There is no water system in Nanking, and as all well-water is salty, drinking-water is obtained by filtering the river water. Before the city fell into the hands of the Taiping Rebels, there existed tolerably good roads and drainage, but the Taipings made dreadful havoc everywhere, and little was done in the way of repairs until the introduction of the new régime. The Republican government is now making roads, repairing the drainage, and cleaning the city.

Hospitals: *Chinese*—Kiangsu Military Hospital or *Lu-chün I-yüan* (Pl. F 9) in Hsi-liu-hang, Provincial Hospital or *Sên-li Ti-i I-yüan* (Pl. G 8) at Pi-lu-sz, Branch of the Shanghai Red Cross Hospital (Pl. E 11) at Tiao-yü-tai; *American*—Chi-tu I-yüan (Pl. E 6) at Ku-lou; *Japanese*,—Sudō I-in or *Hsü-têng I-yüan* (in Tsên-hsien-kai). **Drug Stores:** Chung-ying Ta-yo-fang (at Fu-tung-Ta-kai); Ta-ying Yo-fang, Chun-hsi Ta-yo-fang (these two at Hang-kou-Ta-kai); Wan-san Ta-yo-fang (or Marusan), etc. Besides the hospitals above mentioned, there are Japanese physicians in the city.

Government Offices: Military Governor's Office or *Tuchun Kungshu* (Pl. G 8) in Tu-su-kai); Civil Governor's Office or *Shenghang Kungshu* (Pl. E 11) in Sz-chu-kou, containing the Civil Administration Bureau or *Tsên-wu-ting*; District Governor's Office (Pl. G 10); Finance Bureau or *Tsai-tsên-ting* (Pl. F 10) in Chi-wang-kai; Bureau of Foreign Affairs or *Chiau-sê-sz-su* (Pl. E 5) in Sz-tsz-chiau, Provincial Council (Pl. E 5); Police

Office or *Ching-cha-ting* (Pl. E 10) in San-fang-hang High Court of Justice or *Kau-têng Sên-pan-ting* (Pl. F 11) in Chung-tsên-kai; Local Court of Justice or *Ti-fang Sên-pan-ting* (Pl. F 11) in Tai-fu-tsz; Customs Inspection Office or *Chin-ling-kwan Chien-tu-kung-su* (Pl. A 2) in Hsia-kwan; Trading Quarter Office or *Sang-fu-chü* (in Hsia-kwan); Roads office or *Ma-lu Kung-tsên-chü* (at Fu-tsên-chiau).

Churches and Temples. Christian Missions: Methodists and other Protestant denominations are strongly represented; Han-si-men Tien-chu-tang is a Roman Catholic Church. Temples: Pi-lu-sz (Pl. G. 8) at Tu-yüan-Hsi-kai; Ching-hai-sz, Tien-hou-miau, Nien-fu-sz (Pl. A 4), An-kung-miau (Pl. A 4) the four last named inside the I-fung-mên; Chiang-chün-miau, Ching-chieh-sz, Kwan-yin-an (Pl. B 9), Pu-sz-an, Pu-li-an (Pl. E 5), Sên-san-an, Hwa-yên-an, Po-tsz-ting, Wu-liang-an (Pl. E 6), San-chün-sz, Chi-ming-sz (all in the N. quarter of the city); Tung-yo-miau, Hsiang-lin-sz (Pl. G 6) both inside the E. walls; etc.

Schools: Chinese:—Ti-sz-Sz-fan Hsüo-tang (Pl. E 7; Normal School), Chin-ling Ta-hsüo (College) in Chien-ho-yên, Ti-i Nung-ye Hsüo-tang (Agriculture) in San-pai-lou, Ti-i Kung-ye Hsüo-tang (Polytechnic) at Fu-tsên-chiau, Ti-i Chung-hsüo-tang (Middle School) at Pa-fu-tang, Ching-cha Hsüo-tang (Police Training School) at Ta-chung-chiau, Fa-tsên Hsüo-tang (Law) in Hung-tsz-lang, Lu-chün Chiau-yu Pu-tsou-tuan (Military Training School) at Hsiau-ying, Ti-i Nü-tsz-Sz-fan Hsüo-chiau (Pl. F 10; Women's Normal School) in Chung-tsên-kai; **Missionary Institutes:—**Nanking University (Pl. E 6), Nanking Girls' College (Pl. G 9), Chin-ling Sên-hsüo (Theology), Chin-ling Pê-tsên Nü-hsüo-tang (Girls' School), Lai-fu Nü-hsüo-tang (Girls' School), Hwei-wên Nü-tsz Hsüo-tang (Girls' School), Nanking Chi-tu Su-yüan (College), Hung-tê Nü-hsüo (Girls' School), Hwei-wên Chung-hsüo (Middle School), etc.

Communications. Nanking enjoys many facilities of communication, in that it lies on the line of steamer traffic between Hankow and Shanghai and is connected by rail with Shanghai and also with Tientsin *via* Pukow, which is reached by steamer-ferry across the river. (For Tientsin-Pukow Line, see p. 131).

Shanghai-Nanking Line, or Hu-Ning Tieh-lu. This is a standard gauge line of 193.2 m. (311 km.) between Nanking and Shanghai, with a branch (10 m.—16 km.) from Shanghai to Woo-sung (p. 250). It connects with the Kiangning Railway at Nanking station, which is close to Hsia-kwan station of the Kiangning Line, and with the Hsiakwan-Pukow ferry at Kiang-pien station, near the ferry pier at Kiang-kou. On this line four trains are run daily from each terminal: two express trains, of which one is a night train with sleeping car attached, and two semi-express trains. There are also run one express train be-

tween Shanghai and Wushi, on Sundays, from March 20th to October 31st inclusive, and a local train daily between Shanghai and Changchow, and between Changchow and Nanking. Fare, 1st class, ordinary trains, \$9; express, \$11.40; night express with sleeping berth, \$14.40 (the 2nd class fare is half the 1st class rate, the 3rd class fare half the 2nd class rate).

The Kiangning Railway (between Kiang-kou in Hsia-kwan and Chung-tsên-kai street in Nanking) is a standard gauge line 8 miles long. It connects with the Nanking-Shanghai Line at Hsiakwan station (which is close to Nanking station of the Nanking-Shanghai Line). Its city terminus is at Chung-tsên-kai, which is reached after entering the city by the Chin-tswan-mên, a gate in the N. wall, after passing San-pai-lou and three other stations in the city. The stations and fares are as follows:—

<i>From</i>	<i>Fare</i>	<i>From</i>	<i>Fare</i>
Kiang-kou	(1st cl.)	Kiang-kou	(1st cl.)
<i>to</i>	cents	<i>to</i>	cents
Hsia-kwan.....	5	Wu-liang-an	20
San-pai-lou	10	Tu-chun-shu	30
Ting-chia-chiau.....	20	Chung-tsên-kai	40

Steamer Service on the Yangtze. See p. 193. Steamers usually stop from one to two hours at the hulk. The fares are practically uniform on all the four lines—1st class between Nanking and Hankow, \$35 (return ticket, \$55), and between Nanking and Shanghai, \$18 (return ticket, \$28).

Conveyance. Carriages and automobiles are available on all the main streets of Nanking, and rickshas, called *Tung-yang-châ*, throughout the city. Between the city and Hsia-kwan, the charge for a carriage is \$1.50–2, for a motor car \$3, and for a ricksha 40–50 cents. Hired by the day, a carriage costs \$6, a motor car \$25–30, a ricksha, \$2. Donkeys or *lu* are much used by natives in country travel, the charge *per* day being \$1.

Industries. The three special products of Nanking are porcelain, damask silk, and fans. Nanking porcelain is well known because of its fine workmanship, fairly rivalling the famous product of Ching-tê-chên in Kiangsi Province. The well-known damask silk of Nanking is the most important product of the place, but as yet modern machinery is not employed in its manufacture.

The following are established modern businesses, both government and private:—The Mint or *Tsau-pi-chang* (Pl. D 10), located near Sui-hsi-mên; copper and silver coins are the principal output. *Chin-ling Chi-chi-chü* (Pl. E 12), at Sau-chu-hang, outside the S. Gate (Chü-pau-mên), is a large plant where bullets and shells, as well as various kinds of machinery, are manufactured. *Ti-i Kung-chang*, situated near Fu-tsên-chiau,

in the city, is a factory which manufactures chairs, tables, and other articles of household furniture, which are sold on the premises. The weaving of cotton cloth is a growing industry. *I-tsau Tsztsau-so* is a soap factory,—its output being in great demand. *Yin-shua-chang* (outside the Sui-hsi-mên) is a printing establishment, where, besides general printing, paper money and share certificates are printed.

Trade. Though an old treaty port, Nanking has little direct commerce with foreign countries, the foreign articles consumed here and in the neighbouring districts being mostly imported through Shanghai, but, due to the opening of railway traffic with Nanking, the volume of the domestic trade of Nanking Port is fast increasing. The net value of trade amounted to Hk. Tls. 53,323,000 in 1920, as compared with Hk. Tls. 22,995,000 in 1918. **Chief Exports:** silk stuffs, sheep and dog pelts, peas and broad beans, fans, feathers, raw hides, drugs, and salted turnips. **Chief Imports:** cotton and woollen cloth, cigars and cigarettes, kerosene oil, and sugar. In its amount of trade, Nanking surpasses its two neighbouring ports, Chinkiang and Wuhu. These two ports formerly absorbed the commerce of their neighbouring regions—Chinkiang drawing the trade of the northern regions of the province of Anhwei, Wuhu that of the eastern portions of the same province, leaving for Nanking merely a local commerce. Now a large part of the merchandise which was formerly carried by junks on the Grand Canal, with Chinkiang as an important distributing point, has been diverted to the railway, and Nanking benefits thereby, while Chinkiang is losing correspondingly.

Various Trade Organizations. The Chamber of Commerce (Pl. B 2), called *Kiang-ning Shang-wu Tsung-chü*, is situated



Lake Mo-tsou-hu—p. 247

in Hsia-kwan. There is as yet no public market place in Nanking, but in the neighbourhood of Tsai-hsia-kai and Ta-hang-kung there are usually found a large number of street-stalls (*sz-chang*), patronized by crowds of buyers. The brokers (*Hang*) engaged in home and foreign trade are mostly located at Hsia-kwan, though no very large transactions take place. **Foreign Firms:** The Standard Oil Co. of New York (*Mei-foo*), Asiatic Petroleum Co. (*A-si-a*), British-American Tobacco Co. (*Mei-yang Yên-tsau Kung-sz*), Life Insurance Co. (*Jên-shou Pau-ksien Kung-sz*), Chiang-tai (timber dealer). The above in Hsia-kwan. **Japanese Firms:** Ichino Yōkō (*I-ngi Yang-hang*, in Nan-mên-Ta-kai), Yoshimura Yōkō (*Chi-tsun Yang-hang*, in Fu-tung-Ta-kai), Shō-li Kōshi (*Tswang-li Kung-sz*, in Hwa-pai-hang), Bus-san-kwan (*Wu-tsan-kwan* in Hwa-pai-hang).

Native Shops. Miscellaneous Goods: Hun-fung-yün, Ching-ta, Sên-tsang (these three in Nan-mên-Ta-kai), Wang-yün-tai, Hsieh-hsing-ho, Liu-yüan-hsing, Tsên-shun-hsing, Hsiu-ta, Chê-yau-chi, San-yung-ta (all seven in Sui-hsi-mên-Ta-kai), etc. **Watches and Clocks:** Hun-tê-li (in Hê-lang-Ta-kai). **Furniture:** Tai-tsang-hsing (in Fu-tung-Ta-kai), Tang-sên-sên (in Hwa-pai-hang). **Cakes and Fruit:** Yüan-sên-tsang (at Sui-hsi-mên). **Silk Goods:** Yü-fung-chiang, Yü-tsên-chiang (both in Fu-tung-Ta-kai), Yüan-sên, Kang-lin (both in San-shan-kai), Tung-hsing (at Tsên-ên-sz), Pau-tai-chiang, I-kang-chiang (both in Hwa-sz-Ta-kai), etc. **Furs:** Yün-chü, Tê-kang, Tê-mau (these three in Fang-kou), Tieh-sên-chiang, Chin-yü-fung (both in Hê-lang-Ta-kai), Tai-hsing-yün. **Stationery:** Chi-hsin Su-chü, Shang-wu Yin-kwan (both in Hwa-pai-hang). **Paper and Printing:** Wang-chi-yüan (in Ta-kung-fang). **Sewing Machines:** Sên-chia (in Hê-lang-Ta-kai). **Metal fittings:** Tang-sên-sên (in Hwa-pai-hang). **Kerosene:** Tsên-chi (in Fang-kou), Fu-chi (in Ping-sz-kai).

Agriculture. Nanking is situated in the centre of a great agricultural region, which produces chiefly rice, cotton, beans, tea, hemp, peanuts, and peas. On the numerous canals intersecting the country, farmers keep large flocks of ducks, and these fowl, salted, constitute an important item of export.

Fishery. Carp (*li-yü*) and mandarin fish (*kwei-yü*) of delicate flavour are caught in the Yangtze River

Theatres and Other Places of Amusement: *Theatres*,—*Sên-ping Cha-yüan* (in Tai-ping-kai) and *Ching-sên Cha-yüan* (in Fu-tung-Ta-kai), besides being places of amusement, are used for large political meetings. *The Flower Boats* (*Hwa-fang*) on the river Chin-hwai-ho offer a popular diversion. Singing girls and other paraphernalia for pleasure are provided on them. *The Hwa-ying Club*, is a Japanese and Chinese organization at Ta-tsang-yüan.

Places of Interest. Among the large cities, Nanking is especially rich in historic sights of great interest to students of Chinese history.

Itinerary Plan: *1st day*, Ming Ku-kung (old palace of the Ming Emperors), Ming hsiau-ling (Imperial tomb), Pê-chi-ko (hall), Chi-ming-sz (temple) Ching-liang-shan (hill), and Tsau-tien-kung (temple). *2nd day*, Mo-tsou-hu (lake), Revolution Monument, Hu-chia hwa-yüan (garden), Liu-yüan (garden), Yü-hwa-tai (a level spot on a hill), Temple of Confucius or Fu-tsz-miau, and the Chin-hwai-ho river.

Ming Ku-kung 明故宮 (Pl. I 8; inside Tsau-yang-mên) is the site of a palace built by the Emperor Hung-wu-ti (1368-1398). A bridge (*Wu-lung-chiau*) over a stream, a small building (called *Lêng-kung*), and a monument (*Hsieh-pei-ting*) to Fang Hsiao-ju are all that remain of the original buildings and walls.

Fang Hsiao-ju 方孝孺 was a famous scholar, the teacher (*Shih-chiang*) and confidant of the Emperor Chien-wên-ti (1399-1402). When Yen-wang, the uncle of the Emperor, plotted against the throne, Fang became the life and soul of the opposition. But Yen-wang was successful, and Fang was invited to write the proclamation of Yen-wang's accession to the throne. He refused, wept, and reviled the usurper. However, being forced, he wrote "Yen-wang is a usurper." Whereupon he was immediately hacked to pieces, and 800 of his followers were either killed or exiled. His remains, cared for secretly by an adherent, were buried on the side of the hill *Yü-hwa-tai*, outside the S. Gate of the city. Nearly two centuries afterwards, in the reign of the Emperor Shên-tsung, Fang was honoured with the posthumous title of Wên-chung, and a monument (an octagonal hall) was erected to his memory—the Hsieh-pei-ting above mentioned.

Pê-chi-ko 北極閣 (Pl. F 6), a hall on an eminence, Chi-ming-sz-shan, inside the city walls, marks the site of an astronomical observatory which stood there in the time of the Yüan and Ming Dynasties. The place commands a good view of the city, and of Lake Hsüan-wu-hu beyond the walls.



Examination Hall

Chi-ming-sz 鷄鳴寺 (Pl. G 6) is a two-story temple on the E. side of Pê-chi-ko, which, also commanding a fine prospect, is a favourite resort, the distant view including Ming-hsiau-ling or Imperial Tombs, and Mt. Tsung-shan. Visitors are welcomed and offered cups of tea.

Ching-liang-shan 清涼山 (Pl. C 7) is an eminence inside the W. wall. About half-way up the hill on its W. side stand *Ku-sau-ye-lou* (a hall) and *Ching-liang-shan-sz* (a temple), both beautiful structures from where may be obtained an extensive view of the surrounding country.

Tsau-tien-kung 朝天宮 (Pl. D 9) is a large, splendid temple, near the Sui-hsi-mên gate. Its buildings are surrounded by walls. Visitors are not allowed to enter by the main gate, Tsau-tien-mên, but by a side entrance, Tsz-ching-mên. Upon leaving, a tip of 10 to 20 cents is usually given to the porter who opens and closes the gate. The temple has a long history. The place is believed to have been the site of Yeh-tsên, where Fu-chai, King of the State of Wu, had his famous sword made (6th century B. C.). Afterwards, on the site, the present temple, named *Tsz-chi-kung*, was erected, and has since been kept in repair. It has been called by different names by the successive dynasties which have held sway over this part of China. Its present name was given by the founder of the Ming Dynasty. The place was once visited by the first Emperor of the late Manchu Dynasty. On one side of the temple stands a temple dedicated to Confucius.

Sz-tsz-shan 獅子山 (Pl. B 2), a hill inside the I-fung-mên gate, once bore the name of *Lu-lung-shan*, because of its likeness to a famous hill of the same name in the N., a fact first noticed by the Emperor Yüan-ti of the Eastern Chin Dynasty (4th century). The present name was given at the beginning of the Ming Period. On the summit is a battery, and near it a signal station of the Custom-House.

San-su-yen 三宿巖 is a rocky cave in the grounds of *Ching-hai-sz*, a temple at the foot of Sz-tsz-shan. San-su or "Three Lodgings," is so called because the Premier Yu Jun-wên, in the time of the Sung Dynasty, spent three nights here, after overthrowing the army of the Chin (or Kins) at Tsai-sz (a place between Nanking and Wu-hu).

Pê-lo-chou 白鷺州 or "White Heron Beach," is a sandy beach about 2 m. above Hsia-kwan. As its name signifies, the beach is a favourite resort of white herons. Here a battle was fought during the Sung Dynasty, in which a famous general, Tsao Pin, was engaged.

Yüeh-tai 越台, the popular name given to a spot in front of *Pau-ên-sz*, is the place believed to be the site of an ancient fort-

ress, Yüeh-tsên, built by the famous Fan Li for his master, Kou-chien, King of the State of Yüeh (5th century B. C.). It has always been regarded as an important strategic position.

Fan Li 范蠡 was the chief minister of *Kou-chien*, King of Yüeh. *Kou-chien*, having been defeated at Kwei-chi by *Fu-chai*, the King of Wu, wanted to retaliate. For this purpose he and his minister, Fan Li, laboured persistently for twenty years, and finally succeeded in completely overthrowing the rival kingdom. Fan Li perceiving that *Kou-chien* was jealous of his fame, in order to save his life, fled with his family and followers, taking with him jewels and other portable valuables. He said, "King *Kou-chien* is a man with whom one may share adversity, but not prosperity." Settling near the sea in the Kingdom of Chi (the present Shantung), under the name of *Chih-i-tzu-pi*, Fan Li soon amassed great wealth. He was made Minister of the State of Chi, but after a few years he resigned this responsible post, distributed his wealth among his neighbours, and moved to *Tao*, calling himself *Tao-Chu-kung*. Here he amassed another fortune, a fabulous one, and among the Chinese he has always been regarded as the ideal type of money-maker.

Mu-fu-shan 幕府山 "Military Headquarters Mountain," a hill about 2 m. down the Yangtze from Nanking, is so called from the fact that here General Wang Tao of the time of the Chin Dynasty (4th century after Christ) at one time had his headquarters. At the summit is Hsien-jên-tai ("Hermit Terrace"), and near it, Kau-ning-ling, the tomb of Emperor Ming-ti of the Sung Dynasty.

Wang Tao 王導 was a man of great sagacity, who early foresaw the coming anarchy and advised the Emperor, Yuan-ti, while he was still the King of Lang-yeh, to surround himself with men of ability. He was chiefly instrumental in placing the King of Lang-yeh on the Imperial throne of the Chin Dynasty (A.D. 317-363), after 317 called the Eastern Chin Dynasty. Wang Tao was the mainstay of the dynasty during three reigns (A.D. 317-342).

Sz-tou-tsên 石頭城, also called *Kwei-lien-tsên* 鬼臉城, is a rocky hill inside the Nanking walls. Always considered a great strategic position, *Sun Chüan*, the King of Wu, first built a castle at this place (about A.D. 350), calling it *Chien-yeh*, the name by which Nanking was known for several centuries. *Chuko Liang* (or *Kung-ming*), the greatest strategist of his time (3rd century after Christ), on visiting the place recognized at once its great strategic strength and remarked, "Tsung-shan is like a coiling dragon and Sz-tou like a crouching tiger." The devastated remains of walls and foundation stones bear witness to the hundreds of battles fought on the hill.

Tai-tsên 台城 is an old castle built by the Emperor Wu-ti of the Liang Dynasty (6th century); its remains, on a low hill (behind Chi-ming-sz), in the N.E. quarter of Nanking, consist of stone walls pierced by several gates. Inside the *Tai-tsên-mên* gate is the site of a garden, *Hwa-lin-yüan*.

Sz-sz-tai 施食台, opposite Chi-ming-sz, a house on a mound of stones, is where at one time offerings were made to the wandering souls of criminals executed at this spot, the place having been an execution ground during the Yüan Dynasty (1278-1367). A story is told that when the founder of the Ming Dynasty began

to reign, he found that nightly the spot was a resort of spectres and in order to propitiate these spirits, he built the temples Chi-ming-sz and Kwo-hsüo, which he placed in charge of a Tibetan priest, and he also built Sz-sz-tai, where regular offerings were made.

Wu-lung-tang 烏龍潭 (Pl. C 8 ; inside the Han-hsi-mên gate) is a pond, where *Yen-lu-kung* 顏魯公 took pleasure in liberating fish and tortoises instead of having them killed for the table. Yen was a great scholar and filled the high office of *Tai-shih* (Grand Preceptor) during the three reigns of Yüan-tsung, Su-tsung, and Tai-tsung (latter half of the 8th century) under the Tang Dynasty. He was renowned for his loyalty and uprightness of character. Being murdered at the age of seventy-six, through a court intrigue, he was posthumously honored with the title of *Wên-chung-kung* ("Prince of Culture and Loyalty"). His shrine still stands near the pond. Yen was a master of calligraphy, and his hand-writing is looked upon to this day as a specimen of the most skilful handling of the brush.

Chiu-wang-fu (in Chi-wang-kai) is an old government house of the Sung Period, which in 1133 was turned into an Imperial palace of sojourn for the Emperor Kao-tsung of the Southern Sung Dynasty.

Fung-hwang-tai (W. of the Hsin-chiau Bridge, inside the S. Gate) is the site of a former astronomical observatory (under the Yüan Dynasty), now turned into a pretty garden (called *Yüyüan*).



Hsiao-ling (Ming) Tomb—p. 247

Hsing-hwa-tsun (W. of the Hsin-chiau Bridge) is a quarter which contained villas of the nobility and high functionaries in the Ming Period. The place is mentioned in a verse by the poet *Tu Mu-chih*, as a village where he often purchased drink to drown his sorrows.

The Tomb of Emperor Tu-ti of Wu (*Wu-Ta-ti-ling*) is located near the site of Chi-lin-men gate, 8 m. from the city gate, Tsau-yang-men. Altogether there are 13 tombs, of which Wu-Ta-ti-ling is the 3rd, counting from the city side.

The Eastern Chin Emperors' Tombs (on Chi-lung-shan, close to Tsung-shan) are four in number,—*Chien-ping-ling* (Emperor Yüan-ti, A.D. 317–322), *Wu-ping-ling* (Emperor Ming-ti, A.D. 323–325), *Hsing-ping-ling* (Emperor Chêng-ti, A.D. 326–342), *An-ping-ling* (Emperor Ai-ti, A.D. 362–365).

Liang-Wu-ti-ling (outside the Tai-ping-mên gate) is the tomb of Emperor Wu-ti of the Liang Dynasty (A.D. 502–519).

Ming-Hsiau-ling 明孝陵 (on the site of Tu-lung-fou Ling-ku-sz, a temple which once stood at the S.W. base of Tsung-shan, 3 m. from the Tsau-yang-mên gate) is the tomb of Emperor Tai-tsu (or Hung-wu-ti, 1368–1397), the founder of the Ming Dynasty, and of his consort, Ma-Huang-hou. This tomb wherein the Emperor and his beloved consort are buried was planned on a grand scale, being surrounded by extensive brick walls. Outside the wall there formerly stood many large buildings, which were destroyed by the Taiping Rebels. The foundation stones of one of these buildings, just in front of the main entrance, are fit reminders of the splendid structures which once adorned the place. Stone figures of men and horses along the entrance pathway are works of much skill. The way from the Tsau-yang-mên to the tomb is over a stone-paved road, which, though unfit for carriages or rickshas, because of its unevenness, is passable for donkeys, which may be hired at the Tsau-yang-mên for 30 cents a half day, 60 cents a whole day.

Yü-hwa-tai 雨花台 is a level spot on the top of Chü-pau-shan (also called Mei-kang), outside the S. Gate (Chü-pau-mên). It is much resorted to for its fine prospect. *Yü-hwa* means "Raining Flowers," the name arising from a tradition that once upon a time, when a famous Buddhist priest, Yün-kwang, was expounding the Truth at this spot, the heavens rained flowers on the assembled multitude.

Site of Liu-li-ta (at Ta-pau-ên-sz, outside the Chü-pau-mên gate). Here formerly stood the famous 9-story porcelain tower, Liu-li-ta, 260 ft. high, octagonal in shape, which was destroyed by the Taiping Rebels.

Mo-tsou-hu 莫愁湖 (Pl. C 9; outside the Sui-hsi-mên gate) is a lake 2 m. in circumference, famous for its lotus flowers. The

banks are lined with willow-trees. Alongside the lake is *Sên-chi-lou*, a house where visitors are invited to rest. *Sên-chi* means "Winning Game," so named from the fact that the founder of the Ming Dynasty and Prince Chung-shan-wang (Hsü Ta) once played a game here for a wager, which was won by the former. *Mo-tsou* means "No-Sorrow," which was the name of a famous beauty who dwelt here. In the house is her portrait, copies of which are sold for 10 cents each. *Mo-tsou-hu-chih*, a history of the lake, is also for sale (2 books, 50 cents).

Li Wên-chung's Tomb (near the tomb of Prince Chung-shan-wang, at the N. foot of Tsung-shan). Li Wên-chung, a nephew of the founder of the Ming Dynasty, distinguished himself by capturing the last of the Imperial family of the Yüans (Imperial grandson, queen and concubines, princes and princesses), seizing at the same time the Imperial seals of the preceding two dynasties (Sung and Yüan), as well as many valuable documents.

Têng Yü's Tomb (at Yü-hwa-tai). Têng Yü joined the army of the founder of the Ming Dynasty at the age of 16 and gradually rose to a high command, distinguishing himself by his bravery. He was instrumental in taking Chi-kiang, and finally he led an expedition against the N.W. tribes in the regions of the Kwên-lun mountains, but died of disease on his way back (1377).

The Public Park (Pl. E 3; near San-pai-lou station) contains about 315 acres. In the N. section is an excellent garden, called Lu-yün-yüan, in which are a pond, peach groves, and many kinds of trees and flowers. In spring especially it is visited by a large number of people. There was formerly a "Crystal Hall," which contained a crystal rock 5 ft. high and of the same breadth and thickness, but, since revolutionary troubles, there is no trace left of either the hall or the crystal. On a neighbouring lot an industrial exposition was opened in May, 1911, the first attempt of the kind ever made in China.

Hu-chia Hwa-yüan (Pl. C 11; inside the Chü-pau-mên gate) is a private garden, containing lotus ponds, miniature hills, bamboo groves, and a rest-house, which offers a delightful change from the noise of the street outside. Admission, 10 cents. *Liu-yüan* (Pl. D 12; outside the gate) is also a private garden, similar to the Hwa-yüan.

Chi-hsia-shan-sz 棲霞禪寺 is a Buddhist temple on Chi-hsia-shan, a hill 15 m. E. of the Tai-ping-mên gate. It was founded by a famous priest, Shao, of the State of Chi (5th century), who here built a hermitage for himself. The temple proper was first built by Emperor Kao-tsung (7th century) of the Tang Dynasty, who set up a stone tablet inscribed with its history, and also

presented the new temple with a tablet which he himself autographed. The temple was rebuilt in the reign of the Emperor Hsüan-tsung (A.D. 857-859). Near the temple is a stone structure the *Sê-li-ta*, 5-story tower, 50 ft. high, of exquisite workmanship, in which are preserved the ashes of the Emperor Wên of the Sui Dynasty. On the left of the temple is *Chien-fu-ling* (or "Hill of One Thousand Buddhas"), overgrown with ancient pines, in the midst of which are 1,000 images of Buddha. Behind the temple are smaller temples, a hermitage, a cave, and rocks, each of them bearing a significant name. *Chi-hsia-shan* is most conveniently reached by taking the railway as far as Tsehsia-san ("Lone Tree Hill") station (about 15 m. from Nanking) on the Shanghai-Nanking Line.

Pukow 浦口, a new port on the N. bank of the Yangtze, opposite Hsia-kwan, is the S. terminus of the Tientsin-Pukow Line. The line is connected with the Shantung Railway at Tsinan, the capital of Shantung Province, so that Pukow is in direct communication with both Tientsin and Tsing-tau. At Pukow there are three piers, two hulks, five warehouses, freight agencies, and restaurants and inns. Each pier is 300 ft. long; two of them are provided with cranes. As the depth of water at the piers is never less than 20 ft., ocean-going steamers are able to moor at them. Between Pukow and Hsia-kwan, the Railway Co.'s ferry-launches are in constant service.



Hsin san Park

Route XV. Shanghai-Nanking Line

Chin-kiang and Soo-chow

The Shanghai-Nanking Line, or *Hu-Ning Tieh-lu*, consists of the trunk line, 193 m. long, between Shanghai and Nanking, the Woo-sung Branch from Shanghai (10.9 m.), and the *Kiang-ning Tieh-lu* (8 m.) between Kiang-kou (Hsia-kwan) and Chung-tên-kai street. (Nanking). The trunk line between Chin-kiang and Soo-chow follows the course of the Grand Canal. Nanking station, near Hsia-kwan station of the Kiang-ning Tieh-lu, is its W. terminal; Shanghai North station, N. of the International Settlement, Shanghai, is its E. terminal. Between Nanking station and Kiangpien station (or Nanking Ferry), about a mile below Hsiakwan Port, there is also a short branch line for the conveyance of daily through-Express passengers on the Shanghai-Nanking Line and the Tientsin-Pukow Line, these passengers being taken across the Yangtze River by ferry between Kiangpier Pier and Pukow. The main line connects at Shanghai North with the Shanghai-Hangchow Line.

Train Service. On the main line four trains are run daily between terminals: two fast and two express trains (one a night express, with sleeping cars attached). Dining cars are attached to all fast and express trains. The Night Express covers the distance in less than eight hours; the Day Express in six hours. Fares: ordinary, \$9.20 (1st), \$4.60 (2nd); express, \$11.60 (1st), \$5.80 (2nd); sleeping berth charge, \$3 (1st cl. only). In addition to these express and fast trains, local trains are run daily from each terminal, between Shanghai and Wu-sih, Shanghai and Chang-chow, and Chang-chow and Nanking.

Free Baggage Allowance: 1st class, 80 kilogrammes (174 lbs.); 2nd class, 60 kilogrammes (130 ½ lbs.). Express baggage is charged for in units of 20 kilogrammes at the rate of one fifth of a cent *per* kilometre. Baggage may be left in charge of the Baggage Office at all stations—10 cents a package *per* day. When such baggage is not called for in 6 months it is sold at auction, with other unclaimed and lost articles. **Reduced Rate Tickets:** Weekend Return Tickets are issued at reduced rates for 1st and 2nd class only, available from Friday to Monday; Concession rate tickets are also issued to pleasure parties, and the following percentage of reduction on ordinary fares is given to passengers travelling in one group:

				Single ticket	Return ticket
Parties of	20 passengers			10 %	20 %
" "	21-49	"		15 %	30 %
" "	50-99	"		20 %	40 %
" "	100 and over			25 %	50 %

Concession tickets are not available on the Limited Express Trains.

Woosung Branch Line. On this line eleven trains are run daily from each terminal, the distance being covered in 35 minutes, —fare, 60 cents (1st), 30 cents (2nd).

History. The Shanghai-Nanking Line was originally built by the British-Chinese Corporation (capital \$3,250,000), the work being commenced in 1905 and completed in 1908. The construction of the Woosung Branch was begun in 1897 and completed in 1903. This branch was amalgamated with the Shanghai-Nanking Line upon the organization of the British-Chinese Corporation. Both the main line and the branch were afterwards purchased by the Chinese Government, the Kiangning Line coming under the same management at that time. There is an interesting story connected with the Woosung Line. Long before the present line was laid (in 1876), a British firm, Messrs. Jardine, Matheson Co, undertook the building of the line between Shanghai and Kiang-wan (near Woosung), but before it was fully completed there arose so strong an opposition from the people, who in these days little appreciated the foreign "iron-way," that the Chinese Government purchased and took up the rails, transporting them to Formosa (Taiwan), where they were used. Thus the island of Formosa was provided with a railway long before there was a single mile in operation in China.



Chin-kiang—pp. 194, 252.

General Description of the Route. The railway traverses the *Kiang-nan*, or "District S. of the River," one of the richest sections of China. Between Nanking and the neighbourhood of Chin-kiang there are some hills and low elevations, but for the rest of the way the line traverses extensive cultivated plains, which are intersected in all directions by rivers and canals, and in which are lakes and ponds. The white sails of innumerable junks plying on these waterways, and the characteristic Chinese pagodas which frequently come into view, are attractive sights to all foreign visitors. On the route are Chin-kiang, Chang-chow, Wusi, Soo-chow, all prosperous towns, the last-named being especially rich in places of interest.

The country between Nanking and Chin-kiang (42.7 m.) is practically the only hilly portion on the route. Soon after leaving Nanking the train skirts the foot of *Hu-kwei-shan* to the left, on the right is seen *Mt. Shih-tzu-shan* and the massive walls of Nanking, then farther on *Tsung-shan* on the left and *Chi-ming-shan*, with *Hsüan-wu-hu*, famous for lotus flowers, on the right. A little farther on, the Yangtze River, with its steamers and sail-boats and distant plains bordering the N. bank, is sighted. Near *Lungtan* (21 m. from Nanking) there is a cement works with a daily capacity of 400 barrels. Passing *Kao-tze*, a town at the end of a canal, there is seen far ahead the tall pagoda of *Kin-shan-sz*, a celebrated temple in Chin-kiang, which city is reached in about 15 minutes from this point.

Chin-kiang 鎮江 (42.7 m from Nanking), located on a tract of land lying between the Yangtze and the Grand Canal, is one of the important treaty ports of call of the Yangtze steamers. For Chin-kiang, see p. 194. Besides the railway connection, the city benefits from a daily steamer service with Hsia-kwan, the port of Nanking. Between Chin-kiang and Ching-kiang-pu, its port on the Grand Canal N. of the Yangtze-kiang, a joint steamer service is maintained by the Nisshin Kisen Kaisha, the Tai-sêng-tsang, and China Merchants' S.N. Co. (Tsau-shang-chü), working together.

Chinkiang-Chingkiangpu Line (92 m.—fare, \$3.12 1st, \$1.20 2nd). The service consists of steam-tugs, which tow the passenger boats. On the section between Chin-kiang and Yang-chow there are two trips daily each way (fare, 50 cents, 1st, 40 cents, 2nd).

Yang-chow, the old capital of Emperor Yang-ti of the Sui Dynasty, has a population of over 100,000. The place has always been known as one of pleasure and gaiety—features celebrated in certain poems of Tu Mu-chih of the later Tang Period. As a pleasure resort Yang-chow has always had great popularity, I-chow (Chêng-tu) ranking next. In the palmy days of Yang-chow, it was said that a man having once entered the city in search of pleasure would find himself unable to leave it until he had squandered his all. *Ching-chung-sz* temple at Tung-mên-li is famous because of its association with *Wên-hsüan-lou*, a hall where the Crown Prince Chaoming of the Sui Dynasty compiled *Wên-hsüan*, a collection of classical writings, the present temple standing on the site of the old *Wên-hsüan-lou*. Among other sights may be mentioned Hsien-nü-miao (a temple), Shu-kang (a hill at the foot of which is a famous spring or well, Kang-chüan), and the old temples of Tien-ning-sz and Wan-shou-sz.

From Yang-chow to Ching-kiang-pu the canal is deep, due to a number of lakes through which it passes. The first place reached is **Shao-pai-chen**, then **Ho-hua-tang** and **Lu-chin-tz**, on the E. shore of Lake Shao-pai-hu, are passed to **Kau-yu**, where the boat skirts the wall of the town. At **Kai-shou**, the next place touched at, the canal again becomes narrow, and passing **Sz-sui**, **Pau-yin**, and **Hwai-an**, associated with General Han Hsin* of the Han Dynasty, the boat arrives at **Ching-kiang-pu**.

* *Han Hsin* 韓信 was one of the three great men who helped *Kao-tsu* (206-195 B.C.) to win the Empire. The other two were *Su Ho* and *Chang Liang*, the former being a wise administrator and financier, the latter a great counsellor and strategist. Han Hsin was born in the little village of *Hwai-yin*, near the town of *Hwai-an-fu*. As a lad he was poor, but had great confidence in himself. One day as he was fishing in a river near the town, he became so famished that he was glad to accept food from a poor woman. Instead of merely thanking her for her kindness, he promised her a princely gift when he should become a great man. Naturally he was jeered at as a conceited, foolish fellow. Another time he was met by some young bullies in the streets, who challenged him, saying, "You always wear a sword; now, if you fear not death, try to stab us, otherwise, like a coward, you must pass under our legs." Thereupon Han Hsin chose the latter course, thus becoming the butt of the whole town. On the break-up of the Empire of the *Chins* (秦), Han Hsin was at first attracted by the rising fame of *Han-wang* of *Chu*, but, as the latter showed little appreciation of his counsels, he proffered his services to *Kao-tsu*, the great rival of *Han-wang* in the game of Empire. *Kao-tsu*, on the recommendation of *Su Ho* appointed him *Ta-chiang-chün* (the Chief General) under him. Through his superior strategy he subjugated one by one the rival kingdoms of *Wei*, *Chao*, *Yen*, *Chu*, and *Chi*, enabling his chief to ascend the Imperial throne. He was rewarded with a kingship, but was subsequently put to death by order of the Empress *Lü-hou*, the strong-minded widow of *Kao-tsu*, on suspicion of treason. "As a good hound is killed and eaten, when there are no more hares to catch, or as the bow and arrows are laid away, when there are no more birds to shoot, so am I removed, there being no more need of me, as the Empire is in peace," such were his reflections upon his tragic fate.

Ching-kiang-pu 清江浦 (pop. about 100,000) is a busy port of call for junks and steam-launches, being situated at the junction of the *Hwai-ho* with *Lake Hung-tse-hu*. Through the *Hwai-ho* and its tributaries the port is in communication with the interior of *Honan* and *Anhwei* Provinces, and by a railway (the *Ching-kiangpu-Haichow* Line, of which $9\frac{1}{2}$ m. to *Yang-chuan* is already open) with the famous salt-producing region of *N. Kiangsu*. The *Chingkiangpu-Haichow* Line is under construction by the *Kiangsu* Railway Company (*Su-lu* *Kung-sz*), the line being open only between *Ching-kiang-pu* and *Yang-chuan* ($9\frac{1}{2}$ miles). An intermediate station, *Hsi-pa* (4 m. from *Ching-kiang-pu*), is situated on the old course of the *Huang-ho* and is the market for the *Hwaipeh* salt produced on the neighbouring sea-coast—round about *Hai-chow*. The line, soon after leaving *Ching-kiang-pu*, reaches the *Grand Canal*, across which connection is maintained with the line starting from the opposite bank by ferry steamers. There is one train daily from each terminal.

Between *Chin-kiang* and *Chang-chow* (46.5 miles). Leaving *Chinkiang* station and taking an E. course, in about a mile after emerging from a tunnel, the city of *Chin-kiang* is seen on the left, and soon after a hilly region is entered. Besides a picturesque old pagoda on a hill to the left there will be noted numerous tombs in the shape of mounds on the hill tops. This hilly region is soon passed, and crossing the *Grand Canal* at *Sin-feng* (11.03 m. from *Chin-kiang*) the way is over a wide plain of rice-fields. The train for some 28 m. runs close to the *Grand Canal*, to *Chang-chow*

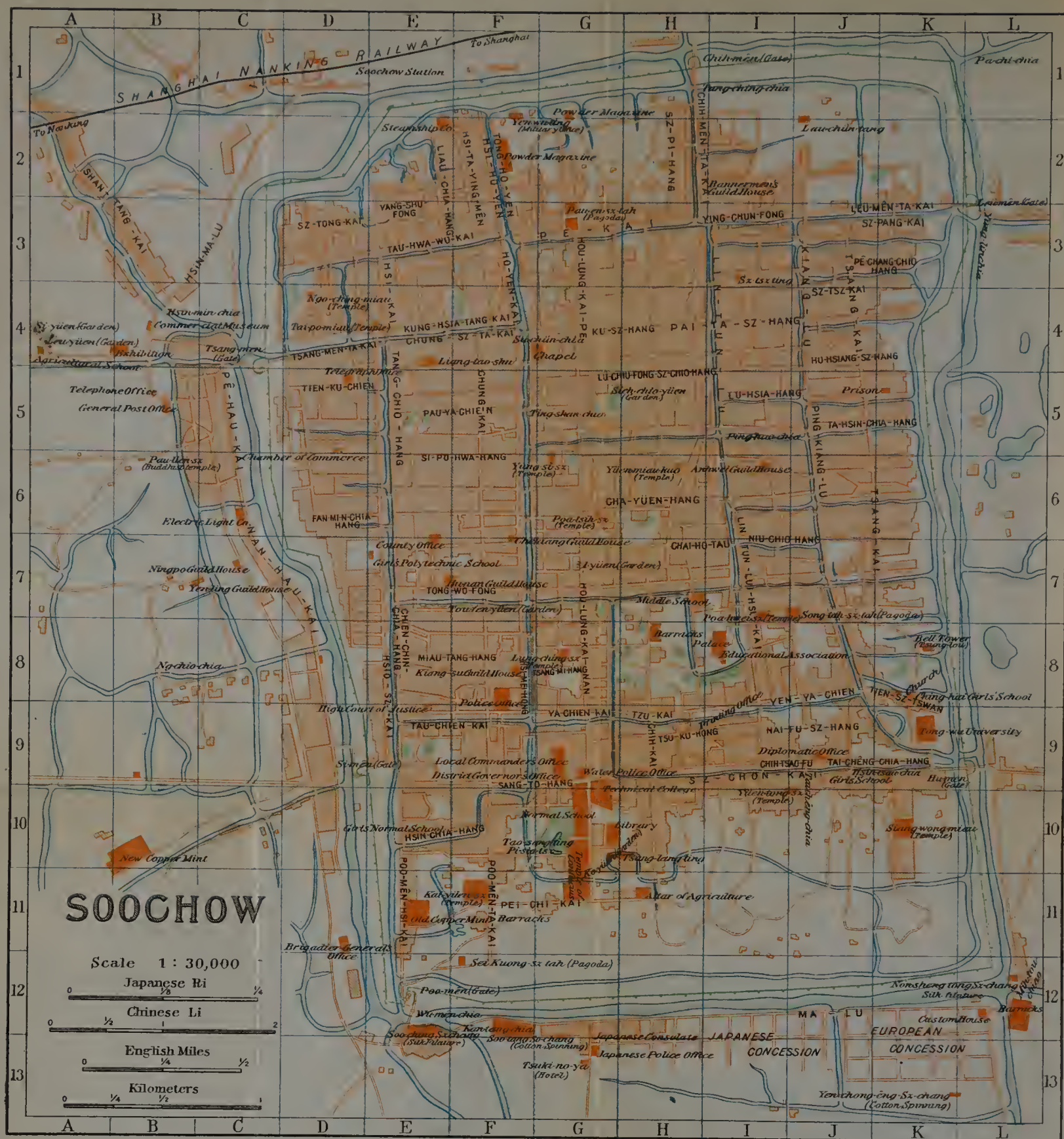
Chang-chow 常州 (89.1 m. from Nanking), was known in very ancient times as *Yen-ling*, in the Chin Period (A. D. 265-420) as *Pi-ling*, and by its present name since the Sui Dynasty (A. D. 589-618). The city wall, which dates back to the Ming Period, is 4 m. in length, 20 ft. in height, and is pierced by 7 gates. On its W., S., and E. sides flow the waters of the Grand Canal, into which 4 sluice-gates open. The city has a busy junk traffic, being also a mooring place for timber-rafts from Kiangsi, their timber being distributed at Soo-chow for neighbouring districts. Products : rice, wheat, beans, cocoons ; silk fabrics. The cocoons annually exported are valued at over Tls. 5,000,000.

Between Chang-chow and Wu-sih (24 miles). In this section the train continues to follow closely the course of the Grand Canal, traversing a very fertile region, rice-fields being interspersed with mulberry plantations. On the Canal, which is spanned here and there by arched stone bridges, ply innumerable junks, their white, square sails glinting in the sun making attractive sights. The views in the neighbourhood of Henglin station are especially picturesque. As Wu-sih is approached, the traveller is impressed with the great number of small canals crossing one another and providing ample facilities of transportation. Across the Grand Canal, a tall pagoda will be noted. Wu-sih is beyond the canal.

Wu-sih 無錫 (113.2 m. from Nanking). The station is situated outside the E. Gate of the city, which contains a population of over 200,000. The city is surrounded by a wall 5 m. in length, with a height of 20 ft, in which are 4 gates, and 3 sluice gates. The busiest streets (lined by rice and silk brokers' establishments) are inside the wall between the N. and W. Gates. The prosperity of Wu-sih dates back to the opening of Shanghai to foreign trade, and it is the wealthiest of the interior cities of Kiangsu. The chief products of the neighbouring districts, sold in the Wusih market, are rice, in excess of 10,000,000 bushels annually, and cocoons, to the value of over Tls. 3,000,000 annually



Feng-chiao or "Maple Bridge," Soo-chow



Between Wu-sih and Soo-chow (26.3 miles). Leaving Wusih station it is not far to Wangting station, and from here on the run is in full view of the distant mountains of Soo-chow, and the way is through sections where rice-fields alternate with mulberry plantations.

Soo-chow and Lake Tai-hu

Soo-chow 蘇州 (139.5 m. from Nanking). The station (Pl. D 1) is 1 m. from Tsang-men, the W. Gate of the city, and 3 m. from the Foreign Concessions, which are outside the N. wall of the city. Passengers by boat from Shanghai, Hang-chow, or Chin-kiang arrive at the pier outside Poo-men gate. Rickshas and carriages are generally available at both the station and the pier:—*tariff* (1) from the station to the Tsang-men, ricksha 15 cents, carriage 60 cents; to the Foreign Concessions, ricksha 40 cents, carriage \$1.50; (2) from the pier to the Foreign Concessions, ricksha about 10 cents, carriage 30 cents.

Hotel: European hotel:—Weiyu Lükwán (\$3-6), near the Ry. station; Japanese Hotel:—Tsuki-no-ya or Yueh-ne-chio (\$3.50-6; Pl. G 13), outside the Poomen gate; Chinese inns:—Wei-tsung, Sin-soo-te, Lao-soo-te, and Lichang Telo Fantien (\$1-2), all located outside the Tsang-men gate. Also there are many inns inside the walled city.

Restaurants: European food:—Wan-nien-ching, I-pin-hsiang (both outside the Tsang-men gate); Japanese food:—Tsuki-no-ya, above mentioned; Chinese food:—Chui-hua-lou, Tung-sin-lou, Hsi-i-chang-fu, and Chin-ho-hsiang, all outside the Tsang-men gate; Si-te-fu, Tien-ho-hsiang, both inside the wall; \$6-24 for a party of 6 to 8 persons.

Currency: Mexican dollars (popularly called *Ying-yang* or *Tou-yang*), *Loong-yang* (dollars), minted at Hupeh, Kwangtung, Kiangnan, and Chekiang; *Tong-ko-tsz*, or copper cents, and old copper cash known as *Tong-ti*, a thin round piece with a square hole in the centre (1 tong-ko=10 tong-ti); paper money—silver notes issued by the Hongkong & Shanghai Banking Corporation, Tsong-kuah Tung-shang Yinghang, & Yokohama Specie Bank.

Measures. Linear Measures: tailor's *tsah* or *chih* (1 ft. 2 in.); the carpenter's *tsah* is 8/10 of the tailor's *tsah*. Capacity Measure: several kinds of measures are in use: the *Fong-hoh*, *Sheng-li-hoh*, *Wu-sih-hoh*, *Sang-sioh-hoh*, etc.; of these the Fong-hoh is the standard, 1 shih (3 bushels) of the fong-hoh being equal to 1.05 shih of the Sheng-li-hoh, 1.02 shih of the Wu-sih-hoh, and 0.98 shih of the Sang-sioh-hoh. Weights: For most articles 1 *chin*=16 *liang*=1 1/3 lbs.; but 1 *chin* of coal=14.4 *liang*=1 1/4 lbs.

Banks: Modern Banks :—Bank of China (Branch), Kiangsu Yinghang; Old-style Banks or *Chin-chuang* :—Jên-wu, Jên-chang-yu, Yong-su, Chin-sheng, Yong-fong, etc.

Post, Telegraph, and Telephone. Post-Offices are located at Tsan-men-wai and several other places in the city.* Mails are carried daily by rail between Soo-chow and Shanghai six times each way. Chinese Telegraph-Office (Pl. D 5), at Tsang-men-li. Telephone-Office (Pl. B 5), outside the Tsang-men gate; *fee* \$4 *per month*.

Shops: For furs, in Tsong-sz and Kuo-sing; for raw silk and silk fabrics, in Tsong-sz; for coral, in Kuo-sing; for wool, at the Chih-men-wai; for grain and cereals, in Tsang-men-wai.

Situation and History. Soo-chow is situated on the Grand Canal, near the N. shore of *Lake Tai-hu*, a large sheet of water in S. E. Kiangsu. The city is 53.47 m. by rail and 80 by waterway from Shanghai. Soo-chow is an ancient city, having been the capital of the Kingdom of Wu in the 6th century B.C. The city has been known by its present name since the Sui Period (6th century). With its many canals, it is sometimes called the Venice of China. Soo-chow was opened to foreign trade in 1896, in accordance with the terms of the Shimonoseki Treaty, at the same time as Sha-si on the Upper Yangtze, and Hang-chow in the S., at the end of the Grand Canal (p. 299.)

General Description of Soo-chow. Soo-chow is enclosed by a rectangular wall, which is $2\frac{1}{2}$ m. from E. to W., $3\frac{1}{2}$ m. from N. to S. Outside the wall the city is surrounded by a canal. The wall has six gates, with a corresponding number of bridges spanning the canal, and 5 sluice-gates. The busiest parts of the city are the streets, *Yuen-miau-kuo*, *Tsang-men-li*, and *Tsang-men-wai*. In these streets are large stores, whose gilt signboards add to their picturesqueness. From the railway station, outside the W. Gate (*Tsang-men*), a promenade leading to the latter forms a part of the 3 m. promenade to the Foreign Concessions and affords a fine drive; both sides of the promenade are fast being occupied by theatres, hotels, restaurants, etc.

Population. Soo-chow's native population, about 280,000, lives inside and outside the walls. The foreign population comprises more than 100 foreigners, of whom 60 are Americans (mostly missionaries), besides about 80 Japanese.

Foreign Concessions (Japanese Exclusive Concession and International Concession). These concessions are located outside the S. wall of the city, along the S. bank of the canal, at the end of the 3 m. promenade, which, starting from the railway station, runs along the bank of the canal on both the W. and S. sides of the wall. Along the promenade, outside the S. side there has grown up a busy native quarter; the Japanese Exclu-



Yuen-miau-kuo Temple

sive Concession adjoins it on the E., followed by the International Concession. In the Japanese Concession regular streets have been laid out, and in them are situated the Japanese Consulate, hotels, etc. In the International Concession are the Custom-House and Silk Filature factory, but otherwise the International Concession shows little development.

Climate and Hygiene. Soo-chow has a very mild climate; in the coldest days in winter thermometers rarely register below 30°F. and in the warmest days in summer 95°F. is a high register. The rainfall is heaviest in spring, at which time cultivated fields are under water for several days. For 3 or 4 months in autumn and winter there is a succession of fair days, this being the best part of the year. All large streets are tolerably well drained by sewers, but the small streets are left unspeakably filthy. There is no modern water system, the people inside the walls depending on well-water and those outside on water from the canal. In summer there are as a rule a number of cases of cholera.

Hospitals and Pharmacists: American Mission Hospitals—Poh-sih I-yuen (for men) and Fu-sz I-yuen (for women); two Japanese physicians and one midwife; International Drug Co. (Japanese).

Railway and Water-Routes. (1) *Railway.* Soo-chow is the most important city on the line between Nanking and Shanghai; it is 139.5 m. from the former, 53.5 m. from the latter; fare by ordinary trains to Shanghai, \$3.00 (1st) \$1.50 (2nd); to Nanking, \$6.00 (1st) \$3.00 (2nd). *Water Routes.* Between Soo-

chow and Hang-chow. The route, at first on the Grand Canal (p. 299), separates at Ping-mong-chen into two courses, one taking a W. direction on a canal leading into Lake Tai-fu and reaching Hang-chow (127 m.) *via* Nan-jin, Hu-chow, Wu-chen, and Ling-hu, the other continuing in a S. direction and reaching Hang-chow (105 m.) *via* Wong-kong-king, Ka-shing, Mih-lin, and Shi-men-chen. The steamer service on the first route is operated by the Nisshin Kisen Kaisha, on the second route jointly by the Japanese Tai-seng-chong Kung-sz and the China Merchants' S.N. Co. Between Soo-chow and Hang-chow the steamship journey takes 17 to 20 hrs., the steamers all mooring at the pier at the foreign concession, Hang-chow;—fare \$2.50 (ordinary 1st), with 40 cents additional for food. See p. 298. Between Soo-chow and Shanghai (58 miles), the steamer service is maintained jointly by the two Japanese companies, Nisshin Kisen Kaisha and Tai-seng Tsang Kung-sz, and by the China Merchants' S.N. Co. A steamer leaves every evening from each terminus, arriving at destination the next morning;—fare \$1.80 (ordinary 1st), with 30 cents extra for food. See p. 298. **Junk Service.** A brisk junk service radiates from Soo-chow. Some of the junks are large, with a cargo capacity of from 133 to 200 tons, others (known as *Koa-seou*) are for passenger service; those for the use of officials are known by various names, such as *Yang-chow*, *Huang-hua-tsz*, and *Hu-peh-mong-kong-hung*; a kind of boat popularly called *Ng-teng-seou*, which is rowed by four or five boatmen, may be hired \$2—\$3 a day,—these boats usually cover 35 m. a day.

Means of Conveyance in the City. As already stated there exists a good road of about 3 m. between the station and the foreign concession quarters. This makes an excellent drive for carriages and rickshas, but in the narrow streets of the city only donkeys and palanquins (chairs and sedan chairs) are available. For a visit to neighbouring villages junks are the most convenient means of conveyance, the rivers and canals extending in all directions like a cobweb. Outside each gate of the city, particularly outside the Tsang-men and Poo-men, there are boats on the canal for hire. **Tariff** for palanquins and boats: a palanquin (chair or sedanchair), with three coolies, \$1.50—\$3.00 a day, with 15 cents extra for each coolie's midday meal; a small boat may be hired for \$1.50—\$2.00.

Government Offices: District Governor's Office (Pl. G 9), Local Commander's Office (Pl. G 9), High Court of Justice (*Kong-soo Ka-ten-Fah-yuen*; Pl. E 9), County Office (Pl. E 7), Water Police Office (*Shin-shan Chin-tsah-ting*; Pl. G 9), Soo-chow Police Office (*Chin-tsah-tung*; Pl. F 8, 9), Office of the Prefect for Ng-yuen, Military Office, Diplomatic Office (*Chia-she-si*; Pl. J 9), Inland Tax Office (*Hou-fah Suh-kung-sou*), Soo-chow Custom-House (Pl. L 12), Educational Association (Pl. I 8), etc.

Consulate: Japanese Consulate (Pl. G 12), in the Japanese Concession.

Religion and Education. Christian Missions: Roman Catholic Church (or *Tien-tsu Chiang*) inside the N. Gate in the city; Protestant Churches, at several places; *Tien-sz-tsong* is a separate mission quarter containing a church, hospital, schools, and missionary residences housing some 70 people. **Temples:** Yuen-miau-kuo (Pl. II 6), Pau-ên-sz, Hau-chü-sheng-sz, Han-san-sz. **Schools:** Kong-soo Ka-teng Hoh-tang (College), Medical School (*I-hoh-tang*), Agricultural School (*Noung-ngch Hoh-tang*; Pl. A 4), Technical College (Pl. G 10), Normal School (*Su-fang Hoh-tang*; Pl. G 10), Girls' Normal School (Pl. E 10), Girls' Polytechnic School (Pl. E 7),—all maintained by the government, the students being supported at public expense; Tong-wu Ta-Hoh-tang (University), Tsih-sih Hoh-Tang (College), Ching-hai Nü-Hoh-tang (Girls' School)—these are mission institutions, located in Tien-sz-tsong.

Industries. Factories worked with modern machinery:—Soo-ching Sz-chang (silk filature), Soo-lung So-chang (cotton-spinning),—these two in Poo-men-wai; Non-sheng-tong-Sz-chang (silk filature), at Mih-tou-chia, outside the city walls. The raw material used in these factories is produced in the neighbouring districts.

Silk-weaving by Hand-loom. Plain brocade (*su-tuang*), patterned brocade (*hua-tuang*), and silk gauze (*so*) are the noted products of Soo-chow. There are about 4,000 hand-loom in operation in Soo-chow, each loom producing monthly about 625 lbs. of silk fabrics. Besides these fabrics, embroidery of good quality, carved articles, fans, and household furniture are manufactured.

Agriculture, Fishery, etc. Soo-chow and its neighbouring sections produce the best rice in all China. Other products of farms are vegetables, beans, wheat. Sericulture is extensively carried on, as is evidenced by the numerous mulberry plantations round about every village. Besides field crops, the farmers raise oxen, buffaloes, pigs, chickens and ducks. In Lake Tai-hu as well as in the numerous canals around Soo-chow, certain varieties of fresh and salt-fish abound: *li* (carp), *poh-ng* (whitebait), *lien-ng* (shad), *nging-ng* (silver fish), the salt-water fish swimming up from the sea. The numerous fishing-boats are each owned by men who work in pairs, the annual catch per boat being valued at about \$2,000.

Trade. Because a large part of the trade of Soo-chow is handled by Shanghai merchants it is difficult to determine accurately the proportion of trade between home and foreign markets. The following figures, however, are quoted from the report of the Maritime Customs, Soo-chow. In 1920 the total volume of trade amounted to Hk. Tls. 18,313,000, of which imports were Hk. Tls. 5,624,000 (imports from home markets, Hk. Tls. 1,310,-

ooo) and exports Hk. Tls. 12,690,000. But this represents only a portion of the total trade of the port, a large part of which does not come under the jurisdiction of the Customs. *Chief Imports*: calico and shirtings, flannelette, cotton fabrics from hand-looms, kerosene oil, coal, matches, brown sugar. *Chief Exports*: silk fabrics, cocoons, rice, green tea, rape-seed cakes. Soo-chow maintains very close business relations with Shanghai, also with Hang-chow, Chin-kiang, and Nanking.

Business Organizations: Soo-chow Chamber of Commerce (Pl. D 6); Provincial Guilds (*Wei-kuo*),—Hunan *Wei-kuo*, Liang-kwang *Wei-kuo*, An-hwei *Wei-kuo*, Che-shao *Wei-kuo*, Pa-chi *Wei-kuo*, Chuan-che *Wei-kuo*; *Business Associations*—Banking or *Sin-ngeh Kung-sou*, silk merchants or *So-tisng Kung-sou*, rice merchants or *Mi Kung-sou*, raw silk or *Su-ngeh Kung-sou*, precious stones or *Ngoh-chi Kung-sou*, cotton cloth or *Pou-ngeh Kung-sou*, pawn-brokers or *Tien-tang Kung-sou*. In Soo-chow there are more than 100 houses dealing in silk goods (most of them in the neighbourhood of Tsang-men gate; Pl. C 4), 20 houses dealing in raw silk (around Tung-mên), and about a dozen dyers, who use chemical dye-stuffs. Near Tsang-men and Si-men gates and other places, boats are kept for hire.

Theatres, House-boats, etc. Soo-chow has two theatres and a billiard-room, outside the Tsang-mên. House-boats are a great feature in the life of Soo-chow; they are clean and are furnished with tables and chairs. A days' excursion on these boats makes a pleasant recreation,—charge, from \$2 to \$20, according to the kind of boat.



Han-san-sz Temple

Places of Interest. *Kung-tsz-miau* 孔子廟, or Temple of Confucius (Pl. G 10,11), E. of the Sei-kuong-sz Pagoda at Poo-men-li, is a splendid temple dedicated to Confucius. It is surrounded by tall, ancient trees. The Main Hall, the Lecture Hall, and the Scripture Hall are reached after passing through several gateways. The courts between the gateways are traversed by stone-paved pathways, on both sides of which are several small temples dedicated to famous scholars of later periods. This temple was originally built by Fan Chung-yen in the Sung Period, when he was Governor of Soo-chow. The present buildings are new, being restorations of the originals destroyed by the Taiping Rebels.

Tsang-lang-ting 滄浪亭, (Pl. G, H 10), a few yards E. of Kung-tsz-miau, is an attractive garden containing houses and arbours. Originally it was the residence of a famous scholar, *Su Shun-chin* or *Su Tzu-mei*, of the Sung Period. The houses which had fallen into ruin were restored in the Ching Period. Within the garden compound is a temple called Ngu-po-ming-Hsien-tsz, dedicated to the Officials who filled high posts in Soo-chow prior to the Ching Period. The temple contains 560 portraits of these officials, each accompanied by an inscription recording the merits of the man.

Yuen-miau-kuo 玄妙觀, (Pl. H 6), occupying a central position in the city, is a large Buddhist temple, founded in the Tang Period, and since then repeatedly renovated. There are several large buildings, the San-ching-tien, Mi-lo-poh-koh, and Tong-ngoh-tien. Of these Mi-lo-poh-koh, three stories, is the largest; from its top story a wide panorama of the city and surrounding districts may be obtained. At San-chin-tien paintings in colour, portraits, and autograph writing of various kinds are sold. The temple is a favourite resort of the people of the city, and in its compound, besides tea-houses, variety shows, photographers, etc., are open-air stalls where various articles are sold. The street in front of the temple is one of the busiest in Soo-chow.

Pau-ên-sz-tah 報恩寺塔, popularly known as *Poh-sz-tah*, at the N. end of the city (Pl. G 3), is a temple founded by General (later King) Sun Chüan of Wu, in memory of Lady Chen, his wet-nurse. Its famous pagoda was built later, in the Ming Period, between 1583 and 1592. The pagoda, nine-storied, built of stone and wood, is 250 ft. high. It is one of the most stately structures S. of the Yangtze. From the 9th story there is a grand view of the city, the surrounding plains with their numerous lakes and canals, and the distant mountains towards the west.

Song-tah-sz 双塔寺, or the "Twin-tower Temple," slightly E. of the centre of the city (Pl. J 7), is a temple built in the 9th century, during the Tang Period, though the twin pagodas were built between 984 and 994. The temple buildings were destroyed by the Taiping Rebels, who, however, spared these quaint and beautiful pagodas.



Hau-chu-sheng-sz Temple

Hau-chu-sheng-sz 虎丘禪寺, in the country 3 m. N.W. of the city, is a temple dedicated to *Hah-lu*, King of Wu. The temple, on a hill called *Hau-chu-san* ("Tiger Hill"), commands an excellent view of Soo-chow.

Han-san-sz 寒山寺, 3 m. W. of the city and near the *Fong-chia* bridge, is a temple founded in the Tang Period; the present buildings are new. At the temple are sold at 50 cents a sheet, reprints of a famous poem by *Chang Chih*, which is inscribed on stone in characters written by *Wên Chêng-ming*, a famous calligrapher of the Ming Period.

Leu-ytien 留園, (Pl. A 4), 1 m. W. of the Tsang-mên gate, is a typical Chinese garden, containing miniature hills, lakes, streams, trees, flowering plants, bridges, and arbours, with paths among them leading in all directions. In the garden is a large rock, which is thought to enhance its beauty. The garden is private but the public are admitted at 10 cents each person. The road from the city to the garden is available for vehicles.

Poh-toh-chia 寶帶橋, a celebrated bridge, 12,000 ft. long, spanning a wide stream connecting the Grand Canal with Lake Tan-tai-hu, 2 m. S.E. of the city, is a stone bridge of 53 arches—a sight of interest to passengers by steamer from Shanghai or Hang-chow. A bridge was originally built here in the 1st century B.C. in the time of Emperor Wu of the Han Dynasty. The present structure dates back to the 9th century when Wang Chung-

hsü, the governor of Soo-chow, contributed towards the expense of building by selling his ceremonial belt. Hence the name Poh-toh, which means "Precious Belt."

Ling-yen-san 靈巖山, a hill on which stands the famous temple Ling-yen-sz, is 12 m. N.W. of the city, the two being connected by a canal. By taking a house-boat from Wu-men-chia (Pl. E 12), a bridge off Poo-men gate, it is 4 hrs. to Mah-toh-chen, practically at the foot of Ling-yen-san. The hill is covered by curiously-shaped rocks. The temple Ling-yen-sz is situated half-way up. Between the temple and the summit are two clear lakes, and at the summit is a spot, *Ching-tai*, where a famous beauty, *Si-sz*, of the court of the King of Yüeh, once played the harp. From here may be had a good view of Lake Tai-hu, which fills an extensive basin surrounded by mountains.

Tien-ping-san 天平山, N.E. of Ling-yen-san, is also a curiously-shaped rocky hill. At its S. foot stands Poh-yün-sz, a temple built in memory of *Fan Chung-yen*, a famous scholar and statesman of the Sung Period. In the temple grounds are scores of large maple-trees several hundred years old, the autumn tints of their leaves being a great attraction of the place. The Emperor Chien-lung of the Manchu Dynasty on a visit to the temple gave it the name of *Kau-i-yuen* or "High-Righteousness Garden." A tablet erected by him and a small shrine dedicated to Fan Chung-yen still stands. Ascending the hill, to the harbour *Poh-yün-ting*, one comes, close by, to *Poh-yün-sing*, a spring of water considered the purest and best in the whole region. Poh-yün-ting commands a good view of the Kau-i-yuen below and of the Chih-tsz hill beyond. Farther up is *Lung-men*, where a narrow path leads under overhanging rocks to *Chung-Poh-yün-sz*, a temple. From here to the summit the way is along a difficult path which leads around huge, fantastically-shaped rocks. The summit, known as *Tso-pi-fong*, commands an even wider prospect than is seen from the top of Ling-yen-san.

Itinerary: *1st day* (by donkey or sedan chair), Temple of Confucius (Kung-tsz-miau), Yuen-miau-kuo, Tien-sz-tsong (American Mission quarter), Tsang-lang-ting, I-yuen, Pau-ên-sz-tah; *2nd day* (by donkey, chair, or houseboat), Han-chu-cheng-su, Leu-yuen (a garden), Han-san-sz; *3rd day* (by houseboat), Tien-ping-san, Ling-yen-san (both hills); *4th day*, excursion on Lake Tai-hu.

Towns en route between Soo-chow and Hang-chow. Leaving Soo-chow Pier about 3 p.m., on boats towed by a steamer-tug of the Nisshin Kisen Kaisha, passengers arrive the next morning at *Nan-sin-chen*, a town connected by a canal with *Hu-chow*, near Lake Tai-hu. Nan-zin is an important centre of sericul-

ture. Here the Chinese Post-Office maintains several steam junks for carrying mails. Those for Soo-chow are sent by a steamer which leaves at midnight and arrives at destination the next morning. Leaving Nan-zin, Hu-chow, W., is reached in 36 m. on a canal.

Hu-chow, in Northern Chekiang, a city of 100,000 inhabitants, is nearly as important as Hang-chow. The city is remarkable for having withstood for three years a siege by the 'Taiping Rebels. The silk-yarn annually spun here amounts to 5,000 piculs (333 tons), and Hu-chow's silk crepe (*Wu-chow*) is justly famous. *Places of Interest*: Fui-ying-ta (a seven-story pagoda), Sin-yuen (a private garden), Tien-ning-sz and Hong-si-sz (temples) all in the city; Pien-san (the highest hill in Hu-chow), Yün-tsau-san, Ji-chio-san; Hwang-lung-tong-san, and Ta-shang-san are mountains in the neighbourhood, commanding scenic views of great beauty. On Ta-chang-san stands a high pagoda. Leaving Huchow City the steamer next stops at *Ling-hu-chen*, which is also a noted silk market. The town is intersected by canals, which as in Venice take the place of streets.

Lake Tai-hu 太湖, a large sheet of water second in size only to Lake Tung-ting, covers an area of 837 sq. miles. The lake is connected by canals with towns in the neighbourhood—Wu-sih, Nan-zin, etc. The country round about the lake constitutes by far the most important silk-producing district of China. In the lake are numerous islands: Tong-Tung-ting-san, Si-Tung-ting-san, Mo-chi-san, etc. In summer the lake is a great resort, the natives, on pleasure bent, going out to it in house-boats to enjoy the cool evening breeze.

Between Soo-chow and Shanghai (53.5 m. by rail). This section in many respects is the wealthiest and most prosperous in all China. On the way, on the right, is *Soo-chow-Creek*, which almost parallels the railway, the sails of junks on that water-route adding interest to the scenery. On the left is Lake *Yang-chêng-hu*, whose clear surface reflects the sunlight as in a looking-glass, and near by is a hill on which stands an old pagoda. Nearly halfway along the route the canal, at *Kun-shan*, is crossed, and in less than an hour and a half the train arrives at Shanghai North station, the terminus of the Shanghai-Nanking Line.

Shanghai North Station (193 m. from Nanking) is on the N. outskirts of the International Concession. It is not far from the street tramway. Motor cars, carriages, and rickshas are obtainable in front of the station (see Route xvi).

SHANGHAI

Scale 1:18,000

Japanese Ri

Chinese Li

English Miles

Kilometres



1. Nederlandsche Handel-Maat-schappij
2. Chartered Bank of India, Australia & China
3. International Banking Corporation
4. Taiyō Kisen Kaisha
5. Bank of Communications
6. Hongkong & Shanghai Banking Corporation
7. Osaka Shōsen Kaisha
8. South Manchuria Railway Co.
9. Standard Oil Co. of New York

Route XVI. Shanghai *

Including Woo-sung

Arrival. In approaching Shanghai by sea, travellers from Japan, North China and South China, enter a muddy sea after a cruise of about 466 m. southward from Dairen (S. terminus of South Manchuria Ry.), 394 m. westward from Nagasaki, or 759 m. northward from Hongkong. This muddy water is discharged by the great *Yangtze-kiang* and the *Huang-ho*, or Yellow River, not far distant—the two rivers, which at times are the most terrifying dragons of modern days of the “Middle Flowery Republic.” The silt of these rivers so changes the ocean’s blue that the water along the China shore is here known as the Yellow Sea. The steamer’s course is up the muddy *Yangtze-kiang*, which, as far as the island of *Tsung-ming-tau*, is almost like the open sea; S. of the island is the river *Whang-poo-kiang*, the last affluent flowing into the Yangtze. Shanghai is situated on the Whang-poo, 13 m. from its mouth. Woo-sung, seen on the right, is a fort adjoining which is a town of the same name, situated at the junction of the Whang-poo and the Yangtze. At the Woo-sung anchorage, off Woo-sung Fort, all ocean-going steamers anchor, and passengers may go to Shanghai by steam-launch (1 hr.), or may land at Woo-sung and proceed by train on the Shanghai Woosung Branch of the Shanghai-Nanking Line. Inland river steamers and small coasting steamers run up the Whang-poo and anchor either at the Shanghai piers, or at moorings nearby. When steamers moor at the Poo-tung pier, or in mid-stream, passengers are taken to the Bund landing, International Concession, by steam-launch.

Travellers by rail from North China, either by way of Hankow and Nanking (Hankow to Nanking by steamer on the Yangtze), or by way of Pukow and Nanking (Pukow to Nanking on ferry-steamer across the Yangtze), and those from Hang-chow by rail, arrive at the Shanghai N. Station. There are two stations: Shanghai N. and Shanghai S. The former, the main station, is located on the N. outskirts of the International Concession; the latter, outside the S. gate of the native city, is connected by a branch line at Lunghwa Junction Station with the Shanghai-Hangchow Line. *Rickshas*, *Carriages*, and *Motor cars* are available at all the above stations and landing-places. Electric tramways also connect these places with important city centres. *Hotel runners* from foreign and Japanese hotels will attend to the baggage of passengers arriving by ocean steamers; but when coolies at the stations or piers are employed, it is necessary to keep a strict watch always on them, to guard against dishonest practices; the coolie may be paid at the rate of 10 cents up to 1 m. per 100 catties (133⅓ lbs.).

Conveyances. *Motors*: Eastern Garage (125 Bubbling Well Road), Star Garage (4 Soochow Road), Central Garage (2A Jinkee Road), Shanghai Horse Bazaar and Motor Car Co. (36 Bubbling Well Road), Motor House (23 Medhurst Road), etc.—tariff, \$4 up an hour. *Carriages*: F. Dalla’s Stables (27 Wei-hai-wei Road), Dallas Livery Stable Co. (162 Bubbling Well Road), Kalgan Livery Stable (60 Chanfoong Road)—tariff, \$10–15 a day. *Rickshas*: (*Tung-yang-chê*) are procurable almost everywhere;—tariff, 10 cents *per* mile or under, 50 cents *per* hr., with an additional 40 cents for every additional hour; as a rule, 5 to 10 cents are enough for a short distance, 20 to 30 cents for a long ride. It is advisable to choose a vehicle with a license (pasted on the back) good for all the concessions as well as for the native town, because a vehicle licensed for one concession only (or for the native town only) is not allowed to go beyond the limit of its license.

* 上海 (“Upper Sea”)

Electric Trams. There are three systems of electric tramway in Shanghai, one operating in the International Concession, another in the French Concession, and a third in the native city. There is one junction point of the International Concession and French Concession tramways, and one of the city system with the French Concession tramway.

Tramway Routes

(In Foreign Concessions)

- Route 1. Bubbling Well Road—Avenue Road—Carter Road—Bubbling Well Road—Nanking Road—Bund—Bund Bridge (Yang-king-pang).
- Route 2. Carter Road—Bubbling Well Road—Nanking Road—Bund—North Soochow Road—North Szechwan Road—Rifle Range.
- Route 3. Carter Road—Sinza Road—Chefoo Road—North Chekiang Road—Hupeh Road—South Chekiang Road Bridge (Yang-king-pang).
- Route 5. Railway Station—North Chekiang Road—Hupeh Road—Rue Hue—Route de Siccawei—Pont Ste Catherine.
- Route 6. OUTER CIRCLE—Railway Station—North Chekiang Road—Hupeh Road—Canton Road—Bund—Seward Road—Woosung Road—Range Road—Boundary Road—Railway Station.
- Route 7. INNER CIRCLE—Railway Station—North Chekiang Road—Nanking Road—Bund—North Soochow Road—North Szechwan Road—Range Road—Boundary Road—Railway Station.
- Route 8. Yangtzepoo Road—Broadway—Seward Road—Bund—French Bund—Marche de l'Est.
- Route 9. Lay Road—Broadway—Seward Road—Bund—French Bund—Marche de l'Est.
- Route 10. Müirhead Road—Broadway—Seward Road—Bund—French Bund—Marche de l'Est.

(In the City)

Sheh-loh-pu—Da-kuan-djioa—Ton-ka-doo—Sih-ka-doo—Hu-chün-ying—Hu-hang-tso-dzaan (Shanghai-Hangchow-Ningpo Ry. Station).

Tariff. On all tram lines the cars or compartments are divided into two classes, 1st and 3rd, the charge by sections being as follows :—

Tramway in Foreign Concessions,—for 2 sections, 3 cents (1st) and 2 cents (3rd), for 3-4 sections, 6 cents and 3 cents, for 5-7 sections, 9 cents and 6 cents, for 8 sections and beyond, 12 cents and 9 cents; season tickets are also issued.

Native City Tramway,—for 2 sections, 3 cents (1st), for 3-4 sections, 6 cents (1st), for 5 sections and beyond, 9 cents (1st); the third class tickets cost 1 cent *per* section.

Marine Routes. The marine routes, coasting and oceanic, into Shanghai, number roughly 13, as follows :

(1) Shanghai-Dairen Line : operated by the South Manchuria Railway, connecting at Dairen with S. Manchuria trains, leave Shanghai every nine days from the pier at Yangtze-poo Rd., N. District; 40 hrs.; fares, 1st cl., \$50 (return ticket, \$80), 2nd, \$30 (return ticket, \$48). Tickets are sold at the South Manchuria Ry. Co. office, 1 International Bund (8, Pl. H 5).

(2) Shanghai-Vladivostok Line : Russian Volunteer Fleet (sailings on application) calling at Nagasaki and connecting with the Siberian Trains at Vladivostok.

(3) Shanghai-Tientsin Line : operated by China Navigation Co., twice weekly (agents, Butterfield & Swire); Indo-China Steam Navigation Co., sailings irregular (agents, Jardine, Matheson & Co.); China Merchants' Steam Navigation Co. (twice weekly), and Kailan Mining Administration (once weekly), calling at Chefoo, Weihaiwei—fare, \$90, \$140 (return).

(4) Shanghai-Newchwang (Yingkou)—Chefoo Line : operated by the China Navigation Co. and the Indo-China S. N. Co. (frequent sailings); fares, Shanghai-Newchang, \$65, \$100 (return).



International Concession as viewed from Pootung

(5) Shanghai-Ningpo Line, operated by the China Navigation Co. (thrice weekly) and Ningpo-Shanghai S. S. Co. (daily); fare, 1st cl., \$7, \$10 (return).

(6) Shanghai-Foochow Line : China Merchants' S. N. Co. (sailings irregular); passage, 2 days, 1st cl. fare, \$30.

(7) Shanghai-Swatow Line : China Navigation Co. and Indo-China S. N. Co. (tickets interchangeable); sailings, once weekly; 1st cl., \$65, \$95 (return).

(8) Shanghai-Amoy Line : China Navigation Co., and Indo-China S. N. Co. (tickets interchangeable); once weekly, 1st cl., \$65, \$95 (return).

(9) Shanghai-Hongkong Line : China Navigation Co., Indo-China S.N. Co., and China Merchants' S. N. Co.; sailings tri-

weekly ; fares : 1st cl., \$75, \$115 (return) ; return tickets are interchangeable.

(10) Takow (Taiwan)-Tientsin Line : Osaka Shōsen Kaisha ; calling at Keelung, Foochow, Shanghai, Dairen ; about once weekly ; fare, Shanghai to Foochow \$30 (1st), \$15 (2nd) ; to Keelung \$40 (1st), \$20 (2nd) ; to Takow \$50 (1st), \$25 (2nd) ; to Tientsin \$55 (1st), \$27 (2nd) ; to Dairen \$60 (1st), \$30 (2nd) ; connects with the Douglas S.S. Co.'s Hongkong-Foochow Line at Foochow.

(11) Shanghai-Yokohama Line : Nippon Yūsen Kaisha, sailings twice weekly ; 1st cl. fares, Shanghai to Moji \$58, to Kobe \$77, to Yokohama \$88 ; also services by steamers of the American and European Lines.

(12) European Lines : Peninsular & Oriental Steam Navigation Co. (fortnightly), Messageries Maritimes (fortnightly), Nippon Yūsen Kaisha (fortnightly), Lloyd Triestino S. N. Co. (monthly between Shanghai and Brindisi), Blue Funnel Line (sailings on application), Glen Line & Shire Line Joint Service (sailings on application), and Ellerman City Line (sailings on application).

(13) American Lines : Trans-Pacific Steamers ; Admiral Line, Canadian Pacific Steamships, Pacific Mail, and Tōyō Kisen Kaisha, each sailing fortnightly, local fare, Shanghai to Yokohama, \$100-125 ; China Mail Steamship Co. (monthly) ; Nippon Yūsen Kaisha (every 23 days) ; Osaka Shōsen Kaisha (monthly).

Steamship Companies and Agencies. Admiral Line (4 Ezra Road), Ben Line (2 Yuen-ming-yuen Road), Butterfield & Swire, agents for the China Navigation Co. (French Bund), Canadian Pacific Steamships (5 Peking Road)—passenger office in Palace Hotel, China-Australia S.S. Co. (Wing-on Co.), China Merchants' S.N. Co. (9 International Bund), China Mail S.S. Co. (6 Kiukiang Road), Glen Line Agencies (23 International Bund), Jardine, Matheson & Co., agents for the Indo-China S. N. Co. (27 International Bund ; Pl. H 4), Kailan Mining Administration (1 Jinkee Road), Los Angeles Pacific N. Co. (1 Kiukiang Road), Mackinnon, Mackenzie Co. (77 Szechwan Road), Messageries Maritimes (9-10 French Bund ; Pl. H 4), Ningpo-Shaoshing S.N. Co. (5 Foochow Road), Nippon Yūsen Kaisha (3 Yangtze Road ; Pl. I 3), Nisshin Kisen Kaisha (5 International Bund ; Pl. H 5), Osaka Shōsen Kaisha (2 Canton Road ; 7, Pl. H 5), Pacific Mail S.S. Co. (10 Nanking Road), Russian Volunteer Fleet (1 International Road), San Peh S.N. Co. (16 Peking Road), South Manchuria Railway Co. (1 International Bund ; 8, Pl. H 5), Tōyō Kisen Kaisha (71 Szechwan Road ; 4, Pl. H 5).

Distances to other ports. The following list gives the approximate distances in miles from Shanghai by water to important places on the coast and rivers of China, and to foreign ports :

Shanghai to	Miles	Shanghai to	Miles	Shanghai to	Miles
Aden	6,059	Hankow	602	San Francisco	5,900
Adelaide	7,950	Hongkong	853	Seattle	5,467
Amoy	560	Honolulu.....	3,820	Singapore	2,260
Antwerp	11,180	Kobe.....	762	Southampton	9,764
Bombay	4,840	London	10,965	Swatow	670
Bremerhaven	11,550	Malta	8,390	Sydney	6,873
Brindisi	8,384	Manila	1,130	Tsingtau	396
Calcutta	5,225	Marseilles	8,962	Tientsin.....	670
Chefoo	490	Melbourne	7,450	Vancouver	5,013
Chingkiang	156	Moji.....	547	Vladivostok	1,011
Colombo	3,966	Nanking	201	Wuhu.....	355
Foochow	432	Naples	8,578	Wei-hai-wei.....	460
Gibraltar	9,656	Port Arthur	529	Yokohama	1,140

Inland Water Routes. (1) Shanghai-Hankow S.S. Line. Steamers on this route descend the Whang-poo and enter the Yangtze at Woo-sung, thence on this broad river for about 589 m. to Hankow, the voyage taking about 70 hours. On this route are steamers of the Nisshin Kisen Kaisha (Japanese), China Merchants' S. N. Co., China Navigation Co., Indo-China S. N. Co., each making two or four trips weekly from each terminus. Generally there are steamers leaving daily at 2 or 3 a.m. Special saloon rates for foreign passengers and mileage from Shanghai to Hankow and to the ports en route are as follows:—

Shanghai to Hankow—602 m. \$50; to treaty ports en route—Tung-chow (73 m.), Chin-kiang (166 m., \$16), Nanking (210 m., \$18). Wu-hu (259 m., \$25), Kiu-kiang (445 m., \$45); to the following non-treaty ports at which the steamers call, the distances are:—Chang-hwang-kang (89 m.), Kiang-yin (105 m.), Tai-hsing (125 m.), I-cheng (179 m.), Ta-tung (323 m.), An-king (370 m.), Wu-hsüeh (485 m.), Hwang-shihkang (528 m.), Hwang-chow (550 m.).

(2) Shanghai-Soochow S.S. Line: 58 m. on Soochow Creek, operated by the Nisshin Kisen Kaisha, Tai-shêng-chong, and China Merchants' S.N. Co.; daily service; fares, \$1.80 (1st), 70 cents (2nd).

(3) Shanghai-Hangchow S.S. Line: 113 m. on the Whang-poo-kiang, operated by the three companies named above, daily service; fares, \$3 (1st), \$1.80 (2nd) (for particulars see p. 293).

Railway Lines. (1) Shanghai-Nanking Line, including Woo-sung Branch Line, (p. 250). (2) Shanghai-Hangchow-Ningpo Line (pp. 293, 309).

Hotels. *European Hotels:*—Astor House (7 Whangpoo Road; Pl. H 3), 250 rooms, palm garden—cuisine under French chef, \$8–25 (single), \$16–30 (double); Palace Hotel (Bund, corner of Nanking Road; Pl. H 4) 160 rooms, roof-gar-

den, etc. \$8 up a day. These hotels are owned and managed by the Shanghai Hotels,* Limited, in association with the Grand Hotel des Wagons-Lits, Peking. Grand Hotel Kalee (25 Kiangsi Road; Pl. H 5), under French management, with 130 rooms—\$6-10 a day; Hotel de France (36 rue Montauban, French Concession; Pl. H 5), 40 rooms—\$5 up a day, monthly board by special arrangement; Burlington Hotel (173 Bubbling Well Road; Pl. C 6), 100 rooms, special rates for monthly guests, grounds suitable for children's play.

Japanese Hotels:—Hōyō-Kan or *Fung-yang-Koun* and Banzai-Kan or Wan-Sei-Koun (both in Seward Rd. N.); Tōkai-Kan or *Tung-Hai-Koun* and Katsuda-Kan or *Sing-dien-Koun* (both in Min-Hong Rd.), rates \$4-8—and three others.

Chinese Inns. There are many Chinese inns, most of them located in Foochow Rd., Hankow Rd., Fookien Rd., and Shangtung Rd.; rates: \$1-5. The principal inns are: I-pin-hsiang Tungsih Lu Loun (Thibet Rd.), Taitung Lushe (Nanking Rd.), Taitungtai (Foochow Rd.).



Nanking Road, the principal street of Shanghai

Restaurants and Tea Rooms:—*European*—Carlton Café (Ningpo Rd.; Pl. H 4), Shepherd's Pension and Dining Room (Kiangsi Rd.), Royal Tea and Dining Room (Nanking Rd.) Trocadero Restaurant (Astor Rd., back of Astor House), Café

* The Shanghai Hotels, Ltd. This corporation (capital £700,000) will build a hotel especially equipped for tourists, near the Bubbling Well Road. The structure will be eleven stories high and will have about 400 guest rooms, two ball rooms, many parlours, reception rooms, etc. Under the same roof there will be a theatre with seating accommodation for about 1200 persons.

Paulista (Nanking Rd.; Pl. G 5), Scotch Bakery (Nanking Rd.), C. Bianchi's (Nanking Rd.), Marcell's (French confectionery and Tea room; Szechwan Rd.), Sullivan's (Nanking Rd.), Sweetmeat Castle (Nanking Rd.), Parisian Cafe. *Japanese*—Roku-san-tei or *Lohsan-ding* (Boone Rd.), Tsuki-no-ya or *Yüeh-ne-ko* (Cha-poo Rd.), Shin-Roku-san or *Sing-loh-san* (Cha-poo Rd.), Fujimura-ya or *Deng-tseng-ko* (Ching-poo Rd.), Roku-san-yen or *Loh-san-yüen*, Tsuki-no-ya Kwaen or *Yüeh-ne-ko Wha-yüen* (the latter two situated in the N. Suburbs)—tariff \$2 and upward; *Chinese*—Foh-hsing-yüen (Canton Rd.), Wha-king-yüen (Kiukiang Rd.), Ung-yüing-loü (Da-mo-lo, French Settlement), Tung-ngüen Tse-koun (Hankow Rd.), Ying-wo-loü (Fuchow Rd.);—tariff for dinner for a dozen persons, \$26, \$18, \$16, \$14, \$12. Among Chinese tea-houses (*dzo-koun*) may be mentioned Hu-kiang Ti-i-loü, Wu-cheng-loü, Ching-lieng-ko, Ta-koun-loü—all on Fuchow Rd. or Sz-mo-lu.

Consulates; American, 13-14 Whangpoo Road (Pl. I 4); Belgian, 101 Bubbling Well Road (Pl. E 5); Brazilian, 40 Connaught Road; British, 33 International Bund, (Pl. H 4); Danish, 1 Avenue Duvail (Pl. F 7); French, 1 Rue du Consulat (Pl. I 6); Italian, 112 Bubbling Well Road (Pl. E 6); Japanese, 1 North Yangtze Road (Pl. I 4); Netherlands, 17 Route des Soeurs; Norwegian, 17 Kiukiang Road (Pl. H 4); Portuguese, 108 Bubbling Well Road (Pl. D 6); Spanish, 1 Avenue Duvail (Pl. D 5); Swedish, 75 Avenue Duvail (Pl. H 5); Swiss, Astor House Hotel.

The Custom-House, called *Kiang-nan Hai-kwan*, or commonly *Hsin-kwan* or *Yang-kwan* (on the Bund; Pl. H 5), is an imposing, foreign-style building, faced with red brick and Ningpo stone, roofed with French tiles, and having a clock-tower (111 ft. high) in the centre. When the clock strikes, its sound is said to resemble the chimes of Westminster Abbey. A number of sheds for inspecting merchandise stand on the river bank, and piers jut out into the stream. The Custom-House is divided into three departments, one attending to matters relating to the entrance and clearance of ships, the second dealing chiefly with the inspection of merchandise and ships, customs police, etc., the third principally devoted to secretariate and document work. Each of these is further subdivided, so that the Custom-House comprises seventeen offices in all.

Customs duties, fees, etc., are paid in *Haikwan* (or Customs) *Taels*, 100 Haikwan taels being exchanged for (approximately) 111.4 Shanghai taels, or 150 Mexican dollars. It may be stated that according to the rate of exchange prevailing in London, New York, Paris, Berlin, and Hongkong when conditions were normal prior to the world war, the average value of 1 Haikwan tael equalled 2.7 shillings, 63 cents (U. S. A.), 3.28 francs, and 2.65 marks.

Hu-wu-shui Tsung-kung-so replaces the former *Lichin* (or *Li-kin*) Office, where, in addition to the maritime duties, a tariff is levied, which frees imported merchandise thus taxed from all *lichin* tax in the interior.

Kiang-nan Chang-kwan, also called *Chiu-kwan*, or *Lao-kwan*, is the Custom-House for interior trade. It is situated at *Hsin-mo-lu*, outside the E. Gate. It oversees matters relating to the entry and clearance of junks and taxation of goods to and from interior points.

Banks. Foreign :—Hongkong & Shanghai Bank or *Way-foong Ning-hong* (12 Bund, with Hongkew Branch at 9 Broadway ; Pl. I 3), Chartered Bank of India, Australia, and China or *Mah-ka-lee* (18 Bund ; 2, Pl. H 4), Banque Industrielle de Chine (Quai de France), International Banking Corporation or *Fa-ki Ning-hong* (Kiukiang Rd ; 3, Pl. H 5), Mercantile Bank of India (26 Bund), Yokohama Specie Bank or *Wang-ping Tsun-ching Ning-hong* (31 Bund ; Pl. H 4), Bank of Chosen (7 Nanking Rd ; Pl. H 4), Bank of Taiwan (16 Bund ; Pl. H 4), Mitsubishi Bank (9 Canton Road ; Pl. H 5), Russo-Asiatic Bank (15 Bund ; Pl. H 5), Banque de l'Indo-Chine (29 Bund ; Pl. H 4), Banque Belge pour l'Etranger (20 Bund), Nederlandische Handel Maatschappij (21 Bund ; 1, Pl. H 4), Asia Banking Corporation (14 Kiukiang Rd.), Commercial Bank of China (6 Bund ; Pl. H 5), Banque d'Outremer, agent ; Credit Foncier (20 Bund), Philippine National Bank (1 Bund). **Chinese** :—Bank of China (Hankow Rd. ; Pl. H 5), Bank of Communications (Szechwan Rd. ; 5, Pl. H 5), Ningpo Commercial Bank, Bank of Canton, Chekiang Industrial Bank, etc. All banks are open daily from 10 a.m. to 3 p.m., except on January 1st and 2nd ; 1st to 5th of the Chinese New Year ; three days at Easter ; June 1st and 2nd ; summer bank holidays, July 11th and August 1st ; autumn bank holidays, 15th and 16th of the 8th month (Chinese calendar), and Christmas holidays, December 25th and 26th.

Money, Weights, and Measures. Shanghai currency comprises the old Chinese copper cash, copper coins (cent pieces, minted at Soo-chow, Hang-chow, Hankow, and Canton), 10 and 20 cent silver coins (minted at Kiangnan, Hupeh, and Kwangtung), Mexican dollars (commonly called *Ying-yang*) shoe-silver pieces (*Yüan-poa* or *Ngying-ting*), bank notes of five denominations, \$1, 5, 10, 50, 100 (issued by the foreign banks mentioned, by Chung-kuo Tung-shang Ning-hong, Bank of China, Bank of Communications, and other native banks). The rate of exchange of these various kinds of bank notes is advertised daily in the newspapers.

Measures : (1) Cloth Measure, 1 *chih* (Chinese foot) = 13.85 to 14.05 English inches ; (2) Shipbuilder's Measure, 1 *chih* = 11.55 in. ; (3) Tax-collector's Land Measure. 1 *chih* = 13.18 in. ; (4) Carpenter's Measure, 1 *chih* = 11.14 in. Weights are far from

being uniform; the common terms are *liang* (tael), *kin* or *tching* (catty), *tan* (picul), and *shih* (16 *liang*=1 *kin*; 100 *kin*=1 *tan*; 160 *kin*=1 *shih*),—1 *liang* being equal to $1\frac{1}{3}$ ounces.

Post, Telegraph, and Telephone:—Chinese Post-Office. The Head Office. (*Shanghai Yu-ching-chuk*; Pl. H 4), is located at the corner of Peking and Museum Rds. with a Branch Office on Foochow Rd. There are many mail boxes of the Chinese postal administration in the Foreign Concessions.

Foreign Telegraph-Offices. (1) Great Northern Telegraph Co. (*Ta-pei Tien-pao Kung-sze*; Pl. H 5), on the Bund: charge *per* European word (rates fixed every 3 months in accordance with the change in exchange value of the Mexican dollar) to Japan, 20 cents, to Chosen (Korea), 25 cents; to points in China messages are now sent by the Chinese Telegraph Administration system. (2) Eastern Extension, Australasia and China Telegraph Co. (*To-tung Tien-pao Kung-sze*) on the Bund: charge *per* European word (rates subject to change as already stated) to Taiwan, 25 cents. (3) Commercial Pacific Cable Co. (*Tai-ping-yang Shang-wu Tien-pao Kung-sze*), on the Bund: charge *per* European word to Manila, 30 cents; to the other Philippine Islands, 55 cents; to San Francisco, \$1.35; to New York, \$1.05. (4) Japanese Telegraph Office (North Yangtze Rd.) *via* Shanghai-Nagasaki Line; charge *per* European word; 25 cents. *Wireless*: French Wireless Telegraph Office (60 centimes *per* word), Shanghai Wireless Co. (not open for private communication).

Chinese Telegraphic Administration, or *Chung-kwoh Deen-pau-kiuk*, in Sung-kiang Rd., since Nov. 1, 1922, handles messages to all places in China. Charge to places in Kiang-su, 8 cents *per* Chinese word and 16 cents *per* European word; to places in other provinces, 15 cents *per* Chinese word and 30 cents *per* European word, and to Dairen and Lushun (Port Arthur) in the Japanese leased territory of Kwantung, 30 cents *per* European word (newspaper messages, 4 cents *per* Chinese word and 8 cents *per* European word).

Telephone. The telephone service of Shanghai is operated by the Shanghai Mutual Telephone Co. or *Hwa-yang Tê-li-hung Kung-sze*, which employs Chinese (male) exchange operators. Annual subscription fee: *within the settlement limits*, \$60 for use in business offices, \$45 for use in private houses; *outside the settlement limits*, \$120 for use in business offices, \$90 for use in private houses.

Souvenir Shops. Products from all over China, and curios from India are on sale in Shanghai. *For brocades, satins, crepes, and other silk goods from Soc-chow*: Laou Kai Fook (corner of Kiukiang and Honan Roads), Liao Kui Woo (Honan Road), Dah Zung Silk Store (corner of Nanking and Shansi Road), Dah Luen Silk Store (corner of Nanking and Honan Roads). *For Chinese, Japanese, and Indian curios, etc.*: "The Little

Shop" (Szechwan Rd.), Hung chong (11, Nanking Rd.), Luen Wo (43, Nanking Rd.), Wo Shing Co. (Kiangsi Rd.), Murakami (Nanking Rd.), Mikimoto Pearl Store (31, Nanking Rd.), Misaka & Co. (Nanking Rd.), P.B. Shroff (N. Soochow Rd.), N. Teerathdas (Broadway), Vishindas & Co. (8, Broadway). *Swatow Drawn-work, pongees, etc.*: Industrial Mission Dept. (21, Nanking Rd.), Ching Chao & Co. (Nanking Rd.), Embroidery and Lace Dept. (23, Nanking Rd.), Besides the above mentioned, Japanese stores and shops for *Ningpo Woodwork* are numerous on Broadway. There are Chinese curio shops inside the new N. Gate.

Photograph Studios and Apparatus. Japanese photographic studios where photographs of points in Shanghai, Soo-chow, Hangchow, etc. may be purchased: *Inoue*, or Tsing-zong, on Broadway, *Yoshizaka*, or Chi-pan, on Chapoo Rd., and *Iwanaga*, or Ngien-yung, on Boone Rd. Chinese photographic studios: in Nanking and Hankow Rds. Photographic apparatus and supplies: Mactavish & Co. (North Soochow Rd.), Watson & Co. (Nanking Rd.), Young Photo Co. (Nanking Rd.), Burr Co. (Broadway), Denniston & Sullivan (Nanking Rd.).

European General Stores (Provisions, travelling outfits, furniture, drapery, millinery, etc.): Hall and Holtz (*Fuhlee*; Pl. H 4), and Lane, Crawford & Co. (*Tai-hing*; Pl. G 5), both on Nanking Rd.; Weeks & Co. (*Wei-sze*) at the intersection of Nanking and Kiukiang Rds., Broadway; Drapery and Outfitting Stores on Broadway; Whiteaway, Laidlaw & Co. (*Way-loo*), at the corner of Nanking and Kiangsi Roads.

Jewellers; Hirsbrunner & Co. (Nanking Rd.), Ullmann & Co. or *Wu-lee-vun* (corner of Nanking and Honan Rds.)

Book-stores: English and American publications, Kelly & Walsh (Nanking Rd.; Pl. H 4), Brewer & Co. (31, corner of Nanking & Kiangsi Rds.), Edward Evans & Sons (28, Nanking Rd. and 30, N. Szechwan Rd.), Chinese American Publishing Co. (Nanking Rd.), Mission Book Co. (N. Szechwan Rd.). *Chinese books*: Song-wu-ying-shu-koun (in Foochow Rd.). The Shanghai book-stores are the largest in China.

Newspapers and Periodicals: (1) *Dailies*: *English*—North China Daily News or *Tze-lin Hsi-pao* (on the Bund), Shanghai Mercury or *Wen-wei-pao* (evening paper, Hongkong Rd.), Shanghai Times (Nanking Rd.), and China Press or *Ta-lu-pao* (Canton Rd.); *French*—*Echo de Chine* (Rue du Consulat, French Settlement); *Japanese*—Shanghai Nippō and Nichinichi (Astor Rd.); *Chinese*—Sin-vung-poa, Sung-poa, Shih-poa, Sing-zz-sing-poa, Jing-tsui-jêh-poa, Ming-djüen-poa, Da-kung-wo-jêh-poa (Foochow Rd. or vicinity). (2) *Weeklies*: North China Herald, published by the North China Daily News, Celestial Empire (issued by the Shanghai Mercury), Shipping and Engineering (17 Bund), Millard's Review

(issued by the Millard Publishing Co., Avenue Edward VII), China Observer (Avenue Edward VII). (3) *Monthly*: Far Eastern Review (5, Jinkee Road), Missionary Recorder (Peking Road), British Chamber of Commerce Journal. (4) *Bi-monthly*: The New China Review.

Situation and History. *Shanghai*, in $31^{\circ}14'$ N. lat., $121^{\circ}29'$ E. long., on the same parallel as Cairo and New Orleans, is located on the left bank of the Whangpoo-kiang, 13 m. above the junction of this estuary with the Yangtze. The city is traversed by Soochow Creek (also called the Woo-sung-kiang). It is fast extending on the opposite bank of the Whang-poo-kiang, in a district known as *Poo-tung*. The walled native city of Shanghai lies S. of the treaty port



The International Bund

Although Shanghai is now the most important centre of trade in the Far East, it was a mere anchoring place for native junks previous to 1842, when, as a result of the Opium War, it was opened to foreign trade. With the establishment of the British Settlement in that year, and especially with the outbreak of the Taiping Rebellion in 1853 (p. 199) when wealthy natives of Soochow, Hang-chow, and adjoining places fled to the Foreign Settlement to seek the protection of British troops and volunteers, the prosperity of Shanghai grew apace, and this growth was further accelerated by the establishment of the American and

French Concessions, one N. the other S. of the British Concession. In 1863, the British and American concessions were amalgamated and became known as the International Concession. Since the amalgamation, through the adoption of many "open-door" measures, the growth of the settlement has been especially rapid. In 1893, both the International and French concession boundaries were greatly extended.

Foreign Concessions. The International Concession and the French Concession are under different control, the two being separated by a small creek called *Yang-king-pang*, which forms the S. boundary of the International Concession. In the latter, the Central District (original British Settlement) is the commercial quarter of Shanghai. The Bund or *Whang-poo-tan* is the starting-point of the electric trams and extends S. to the French Bund; on the N., the Central District is separated from the Northern District (old American Concession) by Soochow Creek, the Garden Bridge being the connecting link. On the W. side of the Bund are many handsome buildings—consulates, banks, clubs, customs offices, newspaper offices, book-stores, etc.; on its S. side beautiful walks have been laid out amid lawns and trees. Here stands the bronze statue of the late Sir Harry Parkes, a distinguished British minister who was stationed first in Japan and later in China. At its S. corner, at the intersection of Soochow Creek with the Whangpoo, is the public garden (p. 288). The streets branching off to the right from the Bund, called roads, are named from important cities: Soochow, Peking, Nanking, Kiukiang, Hankow, Foochow, Canton, etc. The streets intersecting these, also called roads, are named from the provinces: Szechwan, Kiangsi, Honan, Shansi, Fuhkien, Chekiang, etc., and along these streets are many foreign and native shops. The most important street is Nanking Rd., or *Da-mo-lu*, the premier thoroughfare of Shanghai—flanked by the leading foreign and native shops. Foochow Rd., or *Sz-mo-lu*, is a popular street with the natives, as on it are situated theatres (*cha-yüan* or *si-loun*), restaurants (*chiu-koun*), music-halls (*shu-chang*), and tea-houses (*dzo-koun*), all marked by gilded sign-boards. In the Western District, reached through Nanking Rd., are Bubbling Well Rd., the foreign race-course, theatre, and a Chinese flower-garden, but otherwise this district is occupied chiefly by the residences of foreigners.

To enter the Northern District, formerly the American Concession, the Garden Bridge is crossed. Along the Bund, which turns right from the N. end of the bridge, and along the cross streets, are situated the American and Japanese consulates, also hospitals, hotels, and the Branch office of N.Y.K.S.S. Co., North Soochow Rd. Diverging N.W. from the bridge and following Soochow Creek, is a street on which there is much traffic in the conveyance of overland or water-borne merchandise. The S. ends of the principal streets intersecting this street are connected with the streets that traverse the Central District from N. to S. by steel bridges crossing the creek, and from their N. end they lead to the Shanghai North Station and to the New Public Garden. These streets, to distinguish them from their continuations in the Central District, are capped with the word North, or *Pei*. Broadway, running straight E., and its branch, Seward Rd., after crossing Hongkew Creek, joins Yangtze-poo Rd., Eastern

District. On these two streets, and in Boone Rd., Chefoo Rd., Woosung Rd., etc., which intersect them, are most of the Japanese hotels, restaurants, hospitals, shops, etc. Along Yangtzepoo Rd. are cotton-mills, filature and similar factories, ironworks, and a dockyard, and this quarter, and the W. quarter in the New Extension along Soochow Creek, are growing in importance as the manufacturing centres of Shanghai.

The French Settlement, first created in 1849 and expanded in 1893, is a narrow strip of land lying between the Central District and the Native City. It has a short river frontage, the S. end of which touches *Nan-sz*, a flourishing suburb to the S.-E., outside the walled, or Native City. From the French Bund, or Quai de France, runs an electric tramway, operated by a French company. The central part of the Settlement is its busiest quarter; Rue de Consulat (*Da-mo-lu*), extending from E. to W., its principal street, is flanked by government buildings and large native and foreign shops. In the streets crossing it are a number of Chinese shops. As a whole, the French Settlement does not appear to be as prosperous as the International Concession, but as its S.W. quarter is traversed by several beautiful roads, this quarter is doubtless destined, like the Western District of the International Concession, to be a residential quarter for the wealthy, as evidenced by the number of handsome homes now erected in it. The famous *Zikawei* or Siccawei Institute (p. 291), is situated at its W. end, about 5 m. from the Central District.

Poo-tung ("E. of the Whangpoo") designates the district along the river bank opposite Shanghai. Much of this area, formerly marshy land, is now occupied by factories, godowns for storing explosives and other dangerous goods, and many other buildings. Ferry-steamers constantly run between the customs pier on the Bund and Poo-tung, carrying passengers free of charge; *sampans* are also run, charging 5 to 10 cents *per* passenger. It is considered dangerous to cross after dark.

Hu-tsên or the City. Hu-tsên (also called Sên-tsên) is the native city, known as the City in contradistinction to the Foreign Concessions. The walls, made of earth with a brick facing, enclosing an elliptical area 3 m. in circumference, were constructed in 1554 as a defence against Japanese marauders. They are pierced by seven gates: on the N. side by *Sing-poh-mun* and *Lau-poh-mun*; on the E. side by *Da-tung-mun* and *Hsioa-tung-mun*; on the S. side by *Da-nan-mun* and *Hsioa-nan-mun*; on the W. side, by *Si-mun*. From the Foreign Concessions the city is usually entered by the Sing-poh-mun (New N. Gate), *via* Rue Montauban, French Concession. The city, unchanged, retains its old time characteristics—narrow, paved streets, with all their filthiness—but with magnificent stores selling silk brocades,

curios, ivory articles, jewellery, porcelain, groceries, etc.; the ivory wares comprise images of gods, chopsticks, chess-men, umbrella-handles, Mah Jongg sets, etc. The thriving new suburban quarter, *Nansz*, along the river bank, outside the two eastern gates, has been extended to the district outside the S. Gate. This is the location of the Shanghai South Station (Shanghai-Hangchow-Ningpo Line), from which to the French Concession there is a splendid road which joins the promenade (in the French Concession) along the river.

Population. The population of Shanghai, including the International and French Concessions, numbered 953,375 (which included 26,800 foreigners) according to the census of 1920. The foreign population includes 10,500 Japanese, 5,800 British, 2,800 Americans, 2,440 Portuguese, 670 French, 534 Germans (subsequently repatriated), and 960 Indians, etc. The native city and districts contiguous to the settlements would probably now bring up the total population close to 2,000,000.

Climate. Shanghai has a temperate climate, though the summers are hot. October and November are the best months of the year, with a succession of fair days. January and February are cold, and snow often falls. The temperature in February and March is exceedingly variable. April resembles May in England. May, June, July, and August constitute the hot season. June is the rainy month and July is the hottest, the mercury often registering 100° Fahr. In August the heat is somewhat tempered by frequent showers, and strong winds often blow at this time of the year.

Health and Sanitation. (a) Personal health. Among the natives, small-pox, diphtheria, scarlet fever, cholera, dysentery, and other epidemics are frequent. The municipal councils of the two foreign concessions devote special attention to the matter of health, maintaining commodious epidemic hospitals and the Victoria Nursing Home (Pl. H 2), besides giving aid to the Kung-chi E-yuen (Shanghai General Hospital; Pl. H 3). They also exercise supervision over fish and vegetable markets, slaughter-houses, street sweepings and sewage, and keep the Chinese streets clean so far as possible. Enforcement of these hygienic measures generally succeeds in preventing serious outbreaks of epidemics. Local diseases are malaria, dandy fever, and diarrhea, but with proper care in spring and autumn they may be avoided. (b) Drinking-water. The Settlement Quarters are supplied with wholesome water by the Shanghai Waterworks Co. (*Shang-yang Sze-lai-sui Kung-sz*; Pl. H 4) situated on Kiangsi Road. A native waterworks company now supplies the Chinese town and its suburbs with good water, though a large number of natives still depend upon the river for their drinking-water.



Boone Road Market—p. 286

Note. Shanghai was the first of the Far East cities to possess a modern water system (1883). The Shanghai Waterworks Co.'s precipitation and filtering beds are situated at Yangtze-poo, E. District. Here the water is pumped from the Hwangpoo-kiang, and, after being thoroughly filtered, is sent to the reservoir-tower, 129 ft. above the surrounding level, at Kiangsi Rd. This reservoir is capable of holding 148,969 gallons, which supply is ample for the foreign settlement.

Itinerary. It is advisable to hire a carriage or automobile for seeing the sights of Shanghai.

1st day. Proceeding northward from the Bund, on the right is seen the bronze statue of Sir Harry Parkes (at one time British Minister to China), and the Public Garden reserved for foreigners; on the left are the Shanghai Club (Pl. H 5), Palace Hotel, banks, and the British Consulate. Crossing Soochow Creek and entering the Northern District, at the intersection of Woosung Rd. with Boone Rd., is the Hongkew Vegetable Market (Pl. I 3), the Shanghai Public School (Pl. H 3), and the Baby Garden on the N. side of Boone Rd., the Swimming-baths, Rifle Range, New Park, Roku-san Garden and the Tsuki-no-ya Garden (both under Japanese management), at the N. end of North Szechwan Rd. On the way back may be visited the Public Recreation Ground or the Shanghai Racecourse (Pl. F 5, 6) containing the buildings of the Race Club, Recreation Club, Cricket Club, Swimming-baths, etc., the Central Fish and Vegetable Market, the Shanghai Library, the Museum, the Waterworks Reservoir, and, if time permits, especially on a summer evening, the bustling Ssu-mo-lu.

2nd day (with a guide engaged through a hotel, at \$2-3 a day) may be spent in viewing the walled native town, preferably on foot, as the narrow streets do not admit of carriages. The most noteworthy objects of interest are the *Zung-wong-miao* temple (Pl. H 6) and the *Woo-sing-ding* tea-house (Pl. H 6) inside the New N. Gate, and the temples of Confucius and Kuan-ti, near the W Gate. The *Woo-sing-ding*, reputed to be the pioneer Chinese style tea-house is an archaic building where one may order tea or luncheon.

3rd day. Starting in the morning from the French Bund, Quai de France, the bustling river traffic and the Chinese junks furnish interesting sights from the banks of the Whang-poo; then the Shanghai South Station may be visited, also the celebrated Kiangnan Arsenal, and in the afternoon, sightseeing and souvenir purchasing may be indulged in on Nanking, Hankow, and Kiukiang Rds.; in the evening a visit should be made to the New World (p. 287), a large Chinese entertainment hall, at Bubbling Well Rd., through Foochow Road.

A day's trip by rail may also be made to *Woo-sung* (p. 291), about 10 m. N. E., by the Woosung Branch of the Shanghai-Nanking Line, or to Ka-shing (p. 294), about 15 m. S.W., by the Shanghai-Hangchow-Ningpo Line.

If two more days can be spared, a visit may be made to Soo-chow; if three days, Hang-chow. If time permits, a river excursion on a houseboat is recommended.

Administration. The term Shanghai covers the International Concession, French Settlement, Chinese City and suburbs, and Poo-tung (a suburb on the opposite bank of the Whang-poo-kiang). Administratively they constitute three distinct jurisdictions—the two foreign settlements and the native city.

Each Foreign Settlement is governed by a *Municipal Council*, that of the International Concession (Pl. H 5), being on Kiangsi Rd., that of the French Settlement on Rue du Consulat. The Municipal Council of the International Concession is composed of 11 members, who annually appoint a permanent committee from among themselves. The council, elected by the municipal assembly, composed of foreign residents who pay a tax of at least Tls. 10 or a rent of at least Tls. 500 for their dwellings, is made up of foreign residents who pay a tax of at least Tls. 50 or a rent of at least Tls. 1,200 a year. The council, responsible to the municipal assembly, is composed of all the electors, who vote supplies and settle accounts. The council makes laws and regulations for the Settlement and has charge of the administrative affairs relating to roads, sanitation, police, etc. The Settlement possesses an excellent police system. The French Settlement is governed practically in the same way.

Chinese Offices: Office of the Military Governor (*Shanghai Ching-siu-sz*), who is the magistrate governing Shanghai; Bureau of Foreign Affairs (*Kiangsu-Chiau-Shê-yüan*; Pl. E 5), subject to the Foreign Minister at Peking; County Office (*Chih-hsien-shu*; Pl. H 7); Local Court of Justice (*Ti-fang Shen-pan-ting*; Pl. H 9); Office of the Inspector of Customs (*Hai-kwan Chien-tu*); Police Headquarters (*Hsün-ching-ting-chang*; Pl. I 7); Nan-sz Municipal Office (*Nan-sz Sz-tsên-ting*).

Missions, Churches, Schools, etc. Mission Headquarters:—

(a) *Protestant:* London Missionary Society (on Shantung Rd.), American Presbyterian Mission (on Peking Rd.), Church Missionary Society (on Range Rd.), Southern Methodist (U.S.A.) Board of Foreign Missions (on Quinshan Rd.), Women's Union Mission (at Siccawei, or Zikawei), Foreign Christian Mission (on Hanbury Rd.), Seventh Day Baptist Mission (outside W. Gate), American Southern Baptist Mission (near the Rifle Range), American Protestant Episcopal Mission (on Jessfield Rd.), China Inland Mission (on Woosung Rd.). (b) *Roman Catholic:* Roman Catholic Mission Institution of the Holy Trinity (on Woochang Rd.), Institute of St. Joseph (on Rue Montauban), Procure des Lazarister (on Rue de la Guerre), Procure des Missions Belges (on Minghong Rd.), Procure des Missions Etrangères (on Quai de France), Spanish Augustinian Procuration (on Yangtze-poo Rd.), Siccawei Observatory (at Siccawei, or Zikawei).

Churches. (a) *Protestant,*—Holy Trinity Cathedral (on Kiangsi Rd; Pl. H 5), Union Church (on Soochow Rd; Pl. H 4), Church of Our Saviour (on Broadway; Pl. I 3), Baptist Church (on the Bund), Deutsche Evangelische Kirche (on the Bund), Seamen's Mission (on Broadway). (b) *Roman Catholic,*—St. Joseph's Church (on Rue Montauban; Pl. H 6), Church of the Sacred Heart (on Nanking Rd.). (c) *Non-Christian,*—Mahomedan Mosque (on Chekiang Rd.), Jewish Synagogue (on Peking Rd.), Nishi-Honganji (Japanese Buddhist) Branch Temple (on Woochang Rd.; Pl. H 3).

Schools. For foreign children,—Public School for Boys, Public School for Girls, Preparatory School, Thomas Hambury School for Boys, Thomas Hambury School for Girls (all in the International Concession and under control of the municipality); St. Francis Xavier's College, and Ecole Municipale Francaise (both in the French Settlement and maintained by the French Municipality); Institution of the Holy Family, Institution St. Joseph, Miss Jewell's School (all maintained by missions), and the Shanghai American School. For Chinese,—St. John's University (American), Shanghai Baptist College (maintained by the American Baptist Mission), *Université de l'Aurore* (maintained by the French Mission, Pl. E 8), Harvard Medical School of China (Pl. A 7), Deutsche Medizin und Ingen Schule (now

managed by the Chinese Government), Public School for Chinese (Pl. F 3), Ellis Kodoorie Public School, Nieh Chih Kuei Public School, Polytechnic Public School, Government Institute of Technology. For Japanese children,—Primary School, Higher Girls School, Tōa Dōbun-shoin College (founded 30 years ago by the late Prince Atsumaro Konoe), formerly located near the Kiangnan Arsenal, but which was burnt during the revolutionary struggles; the present buildings are on Haskell Rd. Besides the above, there are several secondary schools maintained by Chinese.

Hospitals. (a) Public Institutions:—*Victoria Nursing Home*, on Range Rd. (Pl. H 2), *Isolation Hospital*, on Range Rd. (Pl. H 2); (b) Subsidized by the Foreign Settlement:—*General Hospital*, on Shangtung Rd. (Pl. H 3), (c) Missionary institutions:—*Margaret Williamson Hospital*, at Siccawei (Pl. G.8), *St. Luke's Hospital*, on Seward Rd., (d) Japanese Hospitals:—*Sasaki Hospital*, on Whangpoo Rd., *Shinozaki Hospital*, on Seward Rd., (e) *Cantonese Hospital*:—*Kwang-chao Ping-yuen*, on Haining Rd.

The Public Library, founded in 1849, is located on the premises of the Public Hall (Pl. F 5) on Nanking Rd. It is open daily from 9 a.m. to 7 p.m., except on Sundays, when it is open from 10 a.m. to 1 p.m. and from 2 to 5 p.m. Each of the settlements contributes 1,000 taels annually towards the maintenance of the library, which contains some rare works. *The Museum* (Pl. H 4) is on the upper floor of the Royal Asiatic Society's Building, and among the exhibits its collection of Chinese birds is especially noteworthy.

Trade. The gross volume of foreign trade for 1920 amounted to about Hk. Tls. 577, 712,000 (or roughly £87,532,100, assuming that 1 tael is equal to 3 s.). This constitutes about 43% of China's total foreign trade for the year, which amounted to £203,271,300 (\$1,016,356,500), and places the foreign trade of this city far in advance of any other treaty port of China.

When Shanghai was opened to foreign trade the natural low-water depth was 16 ft. over the Yangtze bar, 15 to 18 ft. in the Whangpoo, and only comparatively shallow depth craft could reach the port. To deepen the approach, the Whangpoo Conservancy Board, under treaty agreement with China, was established. This is an official board, consisting of the Commissioner of Foreign Affairs (Chinese), the chairman, the Commissioner of Customs and the Harbour Master, both foreigners, but officials of the Chinese government. The board is aided by a consultive board, with advisory powers only, which is made up of one representative from each of the five nations that lead in the port's shipping.

The Conservancy Board, by means of dredging and draining works, has now provided a minimum low water depth of about 30 ft. in the Whangpoo, and measures are being taken to dredge a channel through the Yangtze bar so that vessels of 33 ft. draft can enter and depart at the two high water periods each day. At present 28 to 30 ft., once each day, is the maximum depth over the bar.

Imports and Exports. The principal import items are cotton yarn and cotton fabrics, followed by kerosene oil, metal wares, sugar, coal, dyestuffs, timber, drugs, matches, paper, marine pro-

ducts, and miscellaneous goods ; of exports the chief items are raw silk, tussur silk, raw cotton, tea, beans, eggs, hides, and wool.

Trade Organizations. (a) Banks : Foreign and native banks are named on p. 272. (b) Chambers of Commerce, etc :—Shanghai General Chamber of Commerce (composed of foreigners), on Peking Rd., British Chamber of Commerce (Museum Rd.), American Chamber of Commerce and Associated American Chambers of Commerce of Shanghai, Tientsin, Peking, and Hankow (Avenue Edward VII), Italian Chamber of Commerce (Kiangsi Rd.), French Chamber of Commerce (in French Municipal Hall), and Chinese Chamber of Commerce, or *Zong-he Song-wu Tsung-hui* (native) on Elgin Rd.; the Stockbrokers' Association ; *Tung-tsong Tung-ngieh Kung-so* (organized by Japanese and Chinese merchants dealing in general goods) ; the *Hui-kwan*, or guilds for merchants hailing from the same places, such as Ningpo Hui-kwan, Huichow Huikwan, Chaochow Hui-kwan, etc ; the *Kung-so*, or associations of merchants engaged in the same trade, such as tea, lumber, oil, silk brocade, etc ; Japanese Industrial Association, which issues a monthly report in the Japanese language.

Leading Foreign Firms

Name	Location	Business
American Express Co., or <i>Mei-gwok wan-tung ngan-hong</i>	8, Kiukiang Rd.	Shipping Agents & Bankers.
American Trading Co., or <i>Mow Sung</i>	53, Szechwan Rd.	General Merchants
Andersen, Meyer & Co., or <i>Sun-chong</i>	4, Yuen-ming-yuen Rd.	Engineers & Contractors
Arnhold Brothers & Co., or <i>An-li Ying-hong</i>	6, Kiukiang Rd.	(do.)
Asiatic Petroleum Co.,	1, Bund	Petroleum Products
Babcock & Wilcox, or <i>Ba-ba-ka</i>	1, Bund	Machinery
British-American Tobacco Co., or <i>Ying-mei-in Kung-sze</i>	22, Museum Rd.	Tobacco Products
British Cigarette Co., or <i>Da-ying-yeen Kung-sze</i>	22, Museum Rd. (Pl. H 4)	(do.)
Burkill & Sons, or <i>Zeang-mau</i>	2, Kiukiang Rd.	Silk & Rubber
Butterfield & Swire, or <i>Tai-koo</i>	French Bund	Steamship Agency
Caldbeck, Macgregor & Co., or <i>Ching-kwang-ho</i>	4, Foochow Rd.	Wines & Spirits
Calder, Marshall & Co.	32, Nanking Rd.	Import & Export
China Electric Co.	4, Bund	Electrical Machinery & Apparatus
China Import & Export Lumber Co.	6, Kiukiang Rd.	Lumber
China, Japan & S. American Trading Co.	42, Kiangsi Rd.	Importers and Commission Agents
China Mercantile Co.	22, Foochow Rd.	(do.)
China Mutual Life Insurance Co.	10, Canton Rd.	Life Insurance
China Mutual Trading Co., or <i>Wah-foo</i>	20, Kiukiang Rd.	Agency
Commercial Union Assurance Co.	4, Bund	Insurance

Name	Location	Business
Compagnie Française de Tramways et d'Eclairage Electrique de Shanghai	227, Avenue Dubail	Street Railway
Thos. Cook & Son, or <i>Tung-chi-lung</i>	Russo-Asiatic Building, 15 Bund	Tourist Agency
Dodge & Seymour	Rue Montauban	Import and Agency
Dodwell & Co., or <i>Tien-zeang</i>	Union Building, 4 Bund	General Merchants
Eagle Globe Steel Co.	8, Museum Rd.	Steel Products
East Asiatic Co., or <i>Pow-lung</i>	1, Canton Rd.	General Merchants & Ship Owners
Ekman Foreign Agencies	6, Kiangsi Rd.	Import & Export (do.)
Fearon, Daniel & Co.	18, Kiangsi Rd.	Wines & Spirits
Gande, Price & Co.	48, Kiangsi Rd.	Import & Export
Gaston, Williams & Wigmore (Far Eastern Division)	22, Kiukiang Rd.	Electrical Machinery
General Electric Co.	Ningpo Rd.	Merchants & Agency
Gibb, Livingston & Co.	2, Jinkee Rd.	Heating and Sanitary Engineers
Gordon & Co.	110, Szechwan Rd	
Hall & Holtz, or <i>Fuh-lee Kung-sze</i>	Szechwan Rd. (Pl. H 4)	General Merchandise
Harvie, Cooke & Co., or <i>Wai-lee</i>	Hankow Rd.	Merchants & Commission Agents
Holland-China Trading Co.	Kiangsi Rd.	Agency
Ilbert & Co., or <i>Laou-kung-mow</i>	4, Bund (Pl. H 5)	Agency
William Jacks & Co.	1, Hongkong Rd.	(do.)
Jardine, Matheson & Co., or <i>E-wo</i>	27, Bund (Pl. H 4)	Steamer Transportation and Agency
Kelly & Walsh	Bund	Publishers, Booksellers, etc.
Lazard-Godchaux Co.	15, Edward VII Rd.	Dyestuffs
Lever Brothers	3, Kiukiang Rd.	Soap Manufacturers
Mackenzie & Co.	7, Canton Rd.	Agency
Magasin Français d'Alimentation	75, rue de Consulat	Wines & Spirits
McBain, George	1, Bund	Agency
Mustard & Co.	Corner of Soochow & Museum Rd.	Import & Export
New Engineering & Shipbuilding Works	37, Yangtzepoo Rd.	Shipbuilding
Reiss & Co.	7, Hankow Rd.	Merchants
Robert Dollar Co.	Corner of Bund & Canton Rd.	Shipping & Lumber
Rose, Downs & Thomson	20, Foochow Rd.	Engineering & Agency
Ross & Co.	12, Hankow Rd.	(do.)
Scott, Harding & Co.	6, Peking Rd.	Agency
Shanghai General Store	5, Broadway	Coffee, Tobacco
Shanghai Horse Bazaar & Motor Co.	36, Bubbling Well Rd.	Motor-cars & Carriages
Shanghai Mutual Telephone Co.	1, Bund	
Shanghai Stock Exchange	8, Yuen-ming-yuen Rd.	Merchants
Shewan, Tomes & Co.	12, Canton Rd.	Kerosene, Gasoline, Oil
Standard Oil Company of New York		
Wattie & Co.	24, Kiangsi Rd.	Agency
Weeks & Co.	Corner of Nanking & Kiangsi Rd.	General Merchandise
Whiteaway, Laidlaw Co.	13, Nanking Rd.	General Outfitters
Yangtze Insurance Association	26, Bund	

Japanese Firms

Abe Kobei & Co.
 Abeichi Kabushiki Kaisha
 Furukawa Koshi
 Handa Menka
 Iwai & Co.
 Mitsubishi
 Mitsui Bussan
 Nakakiri & Co.
 Naigai Wata Kaisha
 Nakai & Co.
 Nikka Yoko
 Sumitomo Yoko
 Suzuki & Co.
 Takata & Co.
 Toa Koshi

3, Foochow Rd.
 55, Szechwan Rd.
 3, Peking Rd.
 N. Soochow Rd.
 9, Hankow Rd.
 9, Canton Rd.
 49, Szechwan Rd.
 N. Soochow Rd.
 Jinkee Rd.
 Siking Rd.
 Hankow Rd.
 5, Kiukiang Rd.
 3, Kiukiang Rd.
 8, Museum Rd.
 Honan Rd.

Import & Export
 (do.)
 Metallic Goods
 Cotton & Cotton Yarn
 Import & Export
 (do.)
 (do.)
 Machinery & Groceries
 Cotton Yarn
 Paper
 Woven fabrics
 Import & Export
 (do.)
 (do.)
 Books & Stationary



The Race Course—p. 288

Chinese Firms. Leading wholesale houses are located as follows: Timber merchants (*Mo-hong*) on Sing-za Rd. and Nantao; European goods, on Nanking Rd.; Rice merchants (*Mi-hong*) and Cotton merchants (*Hua-hong*), on Sing-za and Nan-tao; Fruit merchants (*Shui-kuo-hong*), outside the E. Gate (Tung-mun); Druggists, on Yen-kwa-kai; Dealers in precious stones, at Sing-poh-mun; Bamboo wares, on Mie-h-tsoh-kai; Hides & Leather, on Honan Road.

Provision Markets. There are 8 provision markets in the International Concession and 3 in the French, all maintained as municipal undertakings; there are also several smaller ones. Retail merchants bring their goods to these markets and place

them on sale from 6 a.m. till noon. Of these markets, one in Boone Rd. (Pl. I 3), and another in Nanking Rd., are the largest.

Manufacturing Industries: Shanghai is growing as a manufacturing centre, especially in cotton-spinning, and much progress is also being made in shipbuilding, and manufacture of machinery. There are also cotton-weaving factories and flour-mills, tobacco factories, paper-mills, etc. These are generally located on Broadway, Yangtze-poo Rd., and on the banks of Soochow and Hongkew Creeks.

Cotton Spinning Mills:—Naigai Wata Kaisha (capital, ¥5,000,000), Shanghai Cotton Manufacturing Co. (¥4,000,000), Japan-China Spinning & Weaving Co. (¥10,000,000),—all Japanese; Ewo Cotton Spinning & Weaving Co. (\$1,150,000), Yangtsze-poo Cotton Mill (\$1,500,000), Laow Kung Mow Cotton Spinning & Weaving Co. (\$800,000), Oriental Cotton Spinning & Weaving Co. (\$1,000,000), Kung Yih Cotton Spinning & Weaving Co. (\$750,000),—all British; Hen Yu Cotton Mill (\$6,000,000), San Sing Cotton Manufacturing Co. (\$1,500,000), Heng Fong (\$1,000,000), Paw Yih (\$1,000,000), Sgng Ching Cotton Mill, Yu Tung, Hoo Sung, and three others—all Chinese.

Silk Spinning Mills:—Shanghai Silk Spinning Co. (Japanese), E-wo (British); Soy-lun, Jeay Khong, Yung-tai, Wo-fong, and Hipwo,—the last five are Chinese. Raw material is obtained from Wu-sih, Hu-chow, Shao-hing, etc, and the output of the mills ranges between 8,000 and 12,000 piculs a year (1,066,400 to 1,599,600 lbs.). **Shipbuilding and Machinery:**—Kiangnan Arsenal (*Kiang-nan Chi-tsau Tsung-chü*), Kiangnan Dock and Engineering Works* (*Kiangnan Zeen-wu Chi-chi-chang*), Shanghai Dock and Engineering Co. (*Ya-soong*), New Engineering & Shipbuilding Works (*Soy-yuen*), Vulcan Iron Works (*Wan-lung*), Hongkew Engine Works (*Dah-ching*), Hongkew Iron Works (*Fa-chong*), Eastern Iron Works (*Tung-tih-chang*). **Flour Mills:**—Tsengyü, Fou-Fung, Chung-sing, Wha-sing, Li-ta, Yu-jing, Yu-fung, Sing-ta,—all Chinese. **Paper Mills:**—Wha-chang (Shanghai Paper Mill) and Lun-chang. **Soap Factories:**—Chinese Soap & Candle Co., Lever Brothers. **Table water:**—Aquarius Co., Watson's Mineral Water Co. **Ice:**—Shanghai Ice & Cold Storage Co. **Printing:** Kelly & Walsh, Song-wu Ying-shu-koun, Chungkoh Tu-shu Kung-sze.

Agriculture, Stock-farming, and Fishery. *Agriculture.* Rich in soil and well-irrigated, the extensive plains in the neighbour-

* *The Kiangnan Dock and Engineering Works*, formerly part of the Government Kiangnan Arsenal, are now under control of the Navy. Steamships are constructed and repaired for the general public at these works. The Arsenal lies at Kuo-chang-miao, S. of the native city, and in it are made guns, rifles, shells, gunpowder; steel and iron plates are also manufactured—all under the supervision of foreign experts.

hood of Shanghai consist of rice-fields (70%) and dry farms (30%) Wheat, barley, rape-seed, beans, peanuts, etc. are cultivated as after-crops to rice. On dry farms cotton is extensively grown. The normal harvest of rice averages *per* plot of 1 *mow* (=806-65 sq. yds., or about $\frac{1}{6}$ of an acre) is 9 to 12 bushels for the best land, 6-9 bushels for medium land, and 3 to 6 bushels for the poorest land. Stock-farming is generally a subsidiary occupation among farmers, who keep cattle, sheep, goats, swine, chickens, ducks, etc. There are about 10 dairy farms owned by foreigners and Japanese, some of them keeping as many as 100 cows. Cattle for slaughter are imported from Anhwei, costing from \$20 to \$40 *per* head, but the meat is not of the best quality. Goats (sold for about \$10 each) add to the meat supply, and the supply of sheep is also sufficient to cater to the demand of foreigners and natives. Swine (\$15 to \$20 *per* head) are raised not only by farmers, but also by townspeople, and these animals may be seen running about some of the streets. Poultry is extensively raised by farmers, both for meat and eggs, the latter being exported to Japan in large quantities. Some farmers living near the water keep hundreds of ducks. *Fishery.* The muddy sea in the vicinity of Shanghai is not good fishing ground and fishermen living in or about the city generally carry on their business along the coast of Chekiang Province, especially near Ningpo. The Yangtze-kiang yields large carp, *Kwei-yü* or mandarin fish, *Sz-yü*, and other fish.

Note. In deepsea fishing, boats of 7 to 10 tons are used, generally working in pairs. The catch *per* boat is roughly valued at \$3,000 to \$4,000 a year. Fishermen who work along the shores of Fuhkien and Kiangsu employ 50 to 100 ton junks.

Places of Amusement. Theatres. *European*:—Lyceum Theatre (on Museum Rd.; Pl. H 4), seating 700, is the only completely fitted European theatre in Shanghai (Admission, box seating 4 persons, \$15; dress circle or stalls \$3; pit, \$2; gallery, \$1); Olympic Theatre (Bubbling Well Rd.), Apollo (North Szechwan Rd.), Isis, Victoria (Haining Rd.),—chiefly for moving picture shows; *Japanese*: Toa Cinematograph Hall (Wuchang Rd.) and Entertainment Hall (Boone Rd.); *Chinese*:—Ten-chan-wu-de (Kiukiang Rd.), Da-wu-de (on Hankow Rd.), Tan-kei Di-i-de (corner of Foochow and Chekiang Rds.), Kung-ou-Ciung-wu-de (corner of Hankow and Chekiang Rds.), Fung-wu-de (in French Settlement), Sing-sing Wu-de (on Nanking Rd.); admission, from 80 cents to \$1 for foreigners, 7 cents to 50 cents for Chinese.

The "New World," a Chinese amusement palace (Pl. F5), situated close to the entrance of the Recreation ground, is a mixture of the Crystal Palace and Coney Island. It has two buildings, one on each side of the road, with a subway under the roadway connecting them. The buildings contain Chinese entertainment halls, theatres, cinematographs, tea-houses, circuses, freaks, exhibitions, etc., and are well worth a visit in the evening.

House-bouts afford a delightful means of recreation. They are of two kinds: one adapted for foreigners, the other for Chinese, but they do not greatly differ in construction and general plan. The boat is divided into two or three compartments, the middle one being the largest, and these are provided with reclining couches. The boat tariff is \$5 to \$6 *per* day for foreigners, \$2 to \$3 for Chinese. The hotels have boats, and private boats are also for hire. Sampans are available almost everywhere along the banks of the Whangpoo and Soochow Creek; charge, 10 cents *per* $\frac{1}{2}$ m., or for each 15 minutes.

The Race course (Pl. F 5, 6) covers an extensive area along Defence Creek (which separates the Central from the Western District) and along the E. end of Bubbling Well Rd. Here a series of races are held in spring and autumn. Admission: \$3 for one day or \$6 for three days. In the centre of the grounds, a cricket ground, tennis courts, golf links, etc. have been laid out. On Saturdays in summer the band plays in the band stand. There is another race course at *Kiang-wan*, in the N. suburbs of the Concession.

Public Gardens. There are four public parks or gardens reserved for foreigners: (1) Public Garden (Pl. H 4), in the International Concession, occupying the angle of land at the junction of Soochow Creek with the Whangpoo-kiang, is a beautifully laid out park, containing a band stand, extensive lawns, flower-beds, fountains, and many flowering trees—magnolias, etc. In the summer the band plays on alternate evenings. (2)



"The Willow Pattern Tea-house"—p. 290

New Garden ($2\frac{1}{4}$ m. from Garden Bridge) is reached by taking either the North Honan Rd. or North Szechwan Rd. in a northward direction. It is the most extensively laid out of all the public gardens in Shanghai and contains lawns and flowerbeds. (3) Hongkew Public Garden (Pl. H 3), popularly known as Baby Garden, a small enclosure intended principally for children, is situated at the intersection of Boone Rd. and Chapoo Rd. (4) Public Garden (Pl. D 7), in the French Settlement, is a very pretty park, in every way comparable with the Public Garden in the International Concession. *Japanese Flower Gardens*: *Roku-san Garden* (Pl. I 10), at the end of North Szechwan Rd., is a Japanese landscape garden, containing an artificial pond, flowering plants, a Japanese shrine, and a tea-house, where Japanese meals may be obtained; *Tsuki-no-ya Garden* is a Japanese restaurant, with a prettily laid out garden, in which is a fish pond. It is located close to North Szechwan Road.

Clubs. (a) *Social*: Shanghai Club (Pl. H 5), Masonic Club, both on the Bund; Country Club, on Bubbling Well Rd.; American Club, on Avenue Edward VII; Lusitano Club, on N. Szechwan Rd., Japanese Club, on Boone Rd. There are other clubs affiliated with the Seamen's Association, Young Men's Christian Association, Customs' Service, Volunteer Corps, etc. (b) *Athletic Clubs*: Cricket Club (Pl. F 5), Race Club (Pl. E 6), Shanghai Rowing Club (Pl. H 4), Shanghai Golf Club, Paper Hunt Club, Shanghai Yacht Club, Midge Sailing Club, Rifle Club, Baseball Club, Lawn Tennis Club, Club de Recrio.

Associations. Besides the associations organized by different nationals (Americans, British, Japanese, etc.), for the purpose of caring for their own communal affairs relating to education, charity, etc., there are scientific associations, such as the China Branch of the Royal Asiatic Society, Photographic Society, Union Church Literary & Social Guild, American Women's Literary Association, Horticultural Society; *Philanthropic bodies*, such as the Shanghai S.P.C.A., Shanghai Benevolent Society, besides various trade guilds organized by pilots, merchants, technical experts, etc.

Places of Interest. *Monuments on the Bund.* The most notable of the monuments along the bank of the Whangpoo-kiang is the bronze statue (Pl. H 4) of Sir Harry Parkes, who, after having represented the British Government in Tokyo for about a quarter of a century, was transferred to China. The statue was erected in 1890 by British residents in China. The monument of the Ever Victorious Army (*Chang-shêng-chün*), standing near the W. gate of the Public Garden, was erected by order of the late Li Hung-chang when he was Governor of Kiangsu. It commemorates the foreign officers who, serving under Li Hung-chang, were killed in the Taiping Rebellion. Augustus Raymond Margary Monument, erected in memory of this English explorer

who was killed by fanatics in Yünnan in 1876, while carrying on investigations by order of the British Government, concerning the commercial conditions of S.W. China. Near the Custom House is the bronze statue of Sir Robert Hart, the founder of the Customs service of China. The statue, unveiled May 25th, 1914, by the Senior Consul at the time, is 9 ft. high, on a granite pedestal 8 ft. high. There are symbolic medallions on the pedestal.

The Tung-si-yüen, a garden in *Zung-wong-miao* (in the Native City; Pl. H 6), in which is a temple dedicated to the tutelary god of the native city of Shanghai, is situated inside the Sin-poh-mun gate. The garden, at the back of the temple building, adjoins a pretty pond, in the centre of which stands *Woo-sing-ding* ("The Willow Pattern Tea-house"), which, in the design known as "The Willow Pattern," is so frequently seen on plates and other crockery manufactured in England and China. The *Woo-sing-ding* is a picturesque building on stone pillars (approached by a zigzag bridge), which is the main attraction for all visitors to the garden. On the annual fête day (3rd day of the 3rd month) and at other festival times, the garden presents an animated scene, with its entertainment halls and tea-houses in full swing, and crowds everywhere. The garden is the most popular amusement quarter of the native city. Near it is one of the curio centres of the city.



Pagoda of the Loong-wha-sz Temple

Loong-wha-sz Temple 龍華寺 and *Pagoda*. This temple is widely known because of its seven-story pagoda which has escaped destruction from the ravages of war and fire which so frequently have devastated the neighbourhood. The peach orchards near the grounds present an attractive sight in April. Two routes lead to the place (which is about 6 m. S. of the city)—one leading S.W. from Quai de la Breeche, French Settlement, the other from the

Bund of the same settlement, *via* Nantao The former road is broader and makes a better drive

Li Hung-chang's Temple 李文忠公祠, founded by his followers, stands next to *Nan-yang Kung-hsüeh* (a college) on the W. extremity of Ave. Paul Brunat, French Settlement. The bronze statue was cast at the Krupp Works, Essen, Germany, and was presented to the Li family. The grounds are tastefully laid out and are attractive to visitors.

Li Hung-chang 李鴻章, born in 1823, in Anhwei Province, passed the civil service examination when he was twenty-five years old. When in 1850 the Taiping Rebellion broke out and Shanghai was menaced by the rebels, he was appointed Governor of Kiangsu. In Shanghai he enlisted the services of an American named Ward, through whom a foreign corps was raised for the support of the Imperial cause. Ward was killed in battle, and his place was taken by Major Charles Gordon, who at the head of the "Ever Victorious Army" played a most distinguished part in the suppression of the formidable civil war. Li was afterwards appointed Viceroy of Chihli and for over twenty years took a large share in managing the diplomatic affairs of China. On being transferred to the Tsung-li Yamen in Peking, Li became China's foreign minister. Li Hung-chang, guiding China's diplomacy and holding in check the fanatical propensities of ignorant and haughty compatriots, did much to preserve peace in the land and to maintain its integrity. On his death in 1901, at the age of seventy-nine, he was posthumously honoured with the title of Marquis and accorded a state funeral.

Zi-ka-wei 徐家匯, or *Sicawei* (connected by electric tramway with the French Concession), about 5 m. S.W. of Shanghai, is celebrated on account of its Roman Catholic Church, Observatory, and Orphanage. The church was founded in the latter half of the 16th century, an influential native and earnest believer named *Hsü* providing the money and site for its erection. In the following century, the Roman Catholic faith, with a large number of its adherents, was threatened with extinction through persecution by fanatical mobs, but subsequently, through the indomitable energy and persevering zeal of its missionaries, the church was revived and finally attained its present prosperity. The Observatory here exchanges daily reports with more than sixty astronomical and meteorological observatories throughout the world, and meteorological affairs in the Far East are practically in its control. The noon signal on the French Bund is in charge of this observatory. The Orphanage accommodates about 200 children, who, besides receiving elementary education, are trained in various handicrafts. The orphanage is provided with a moving-picture hall, a printing-shop, a music room, and is otherwise very well equipped.

Excursion to Woo-sung 吳淞. Boarding the train (p. 251) for Woo-sung at the Shanghai N. Station (Shanghai-Nanking Line), and passing the Rifle Range and the New Public Garden, the Woosung Creek Station, at the W. extremity of Woo-sung, is reached in 35 min. *via* *Kiang-wan* and other country stations. Though a village containing not more than 500 houses, the place is celebrated because of Woosung Fort, which commands the

entrance to the Hwangpoo-kiang and also because in its roadstead all ocean-going steamers anchor. It is open to foreign trade, and many improvements are being made in the way of embankments, streets, and provision for drainage. Woo-sung contains a branch of the Shanghai Customs, the Office of the Great Northern Telegraphic Co., the Woosung Hotel, etc. The afternoon may be spent in a walk along the Bund and in the neighbourhood of the picturesque lighthouse. An inspection of the remains of the breast-works of earth hastily thrown up at the time of the Opium War will be found both interesting and amusing, as there still remains a number of the earthen human images which were cunningly sprinkled with lime in order to pass for soldiers defending the works. A leisure hour may be spent in a walk on the embankment which extends N. W. from the New Fort along the mighty, though muddy, Yangtze and the extensive, fertile plains of the Kiangnan region ("S. of the Yangtze"). A visit may be made to Paoshan City, wherein is situated the District Office of Woo-sung. In this city is a tower gate (Mên-lou) and an honorific gateway (Pai-lou), both very quaint structures. The road between Woo-sung and Pao-shan is bad and hardly fit for rickshas. There is a splendid road from Woo-sung to Shanghai, connecting with Yangtze-poo Rd. (E. district of Shanghai), which is a favourite drive in summer for Shanghai residents.

Tsung-ming-tau 崇明島 is an island at the mouth of the Yangtze, which here is about 70 m. wide. This island, which divides the river into N. and S. streams, is about 40 m. long, 5 to 10 m. wide, and has a population of about half a million. It forms a local government district. The most important product of the island is cotton. It is known that the island was formed at an early period, because in the 9th century a garrison was located on it, and in the Southern Sung Period (12th century) a salt-refinery was established there.



Shanghai North Railway Station .

Route XVII. Shanghai to Hang-chow

Hang-chow is reached by rail or river steamer.

(I) *By rail.* The Shanghai-Hangchow-Ningpo Railway starts from Shanghai N. Station, where direct connection is effected with the Shanghai-Nanking Railway, leading to Zahkou station in Hangchow (121 m.—193.6 km.). In Shanghai this line has another terminal station called Shanghai South, located outside the South Gate of the Native City. It connects with the main line at Lunghwa Junction Station. At Ken-shang-mun, in Hangchow, the line has a short branch to Kon-zen-chiao, near the foreign concession. On the main line four through trains are run daily (a slow, fast, express, and night express) from each terminal, covering the distance in $4\frac{3}{4}$ to $6\frac{2}{3}$ hrs., and two daily local trains between Shanghai and Kashing and between Shanghai and Zahkou stations, and *via* the branch from Ken-shang-mun there are run six trains daily between Zahkou station and Konzenchiao, serving Hangchow en route. Fares from Shanghai to Hangchow, \$4.90 (1st cl. ordinary), \$6.10 (1st cl. express). *Free Baggage Allowance*: 1st cl., 80 kgms. (178 lbs.); 2nd cl., 60 kgms. (134 lbs.). Excess baggage is charged for in units of 20 kgms. at one fifth of a cent per kilometer. Baggage may be left in charge of the baggage office at all stations at 10 cents for each package *per day*.

Shanghai-Hangchow-Ningpo Railway. This railway now connects Shanghai and Hang-chow. Between Hang-chow and Ningpo (120 m.), a portion (Ningpo to Tsao-ngo River station—48.4 m.) is also available for traffic. Originally the right to build a line between Shanghai and Ningpo was granted to a British firm by the Chinese Government (1898), but in 1905 an understanding was arrived at between that firm and the government, whereby the right was transferred to two Chinese railway companies, leaving to the British firm the privilege of advancing the money and actually constructing the line. The two native companies, Kiangsu Railway Co. and Chekiang Railway Co., were each to own and operate the line through their respective provinces. The Kiangsu Railway Co.'s line, between Shanghai and Ka-shing (167.8 Chinese *li* or 72.4 m.) cost Tls. 5,000,000; the Chekiang Co.'s line between Ka-shing and Zah-kou (234.7 Chinese *li* or 113 m.) and the Kon-zen-chiao Branch (13 Chinese *li* or 5.6 m.) cost Tls. 8,500,000. The Kiangsu Line has recently been taken over by the government, and in all probability the other parts when completed will also become government property.

(II) *Steamer Service*: *Ni-chin Lun-zue Kung-sze* (Nisshin Kisen Kaisha), *Tai-sêng-chong*, and *Chau-shang-keuk* (China Merchants' S.N. Co.) jointly maintain a daily service between Shanghai (Pier on Soochow Creek) and Hang-chow (Pier at Kon-zen-chiao)—partly on the Whang-poo and partly on the Grand Canal, a distance of 113 m., covered in 24 hrs.; fares, 1st class, \$3 (entire compartment may be reserved for \$12.50), 2nd class, \$1.80 (entire compartment may be reserved for \$5). A house-boat to be attached to the steamer may be engaged for \$11, \$9, or \$7, according to the size of boat.

General Description of the Route. Both the railway and the river routes traverse the fertile plains of Kiangsu and Che-

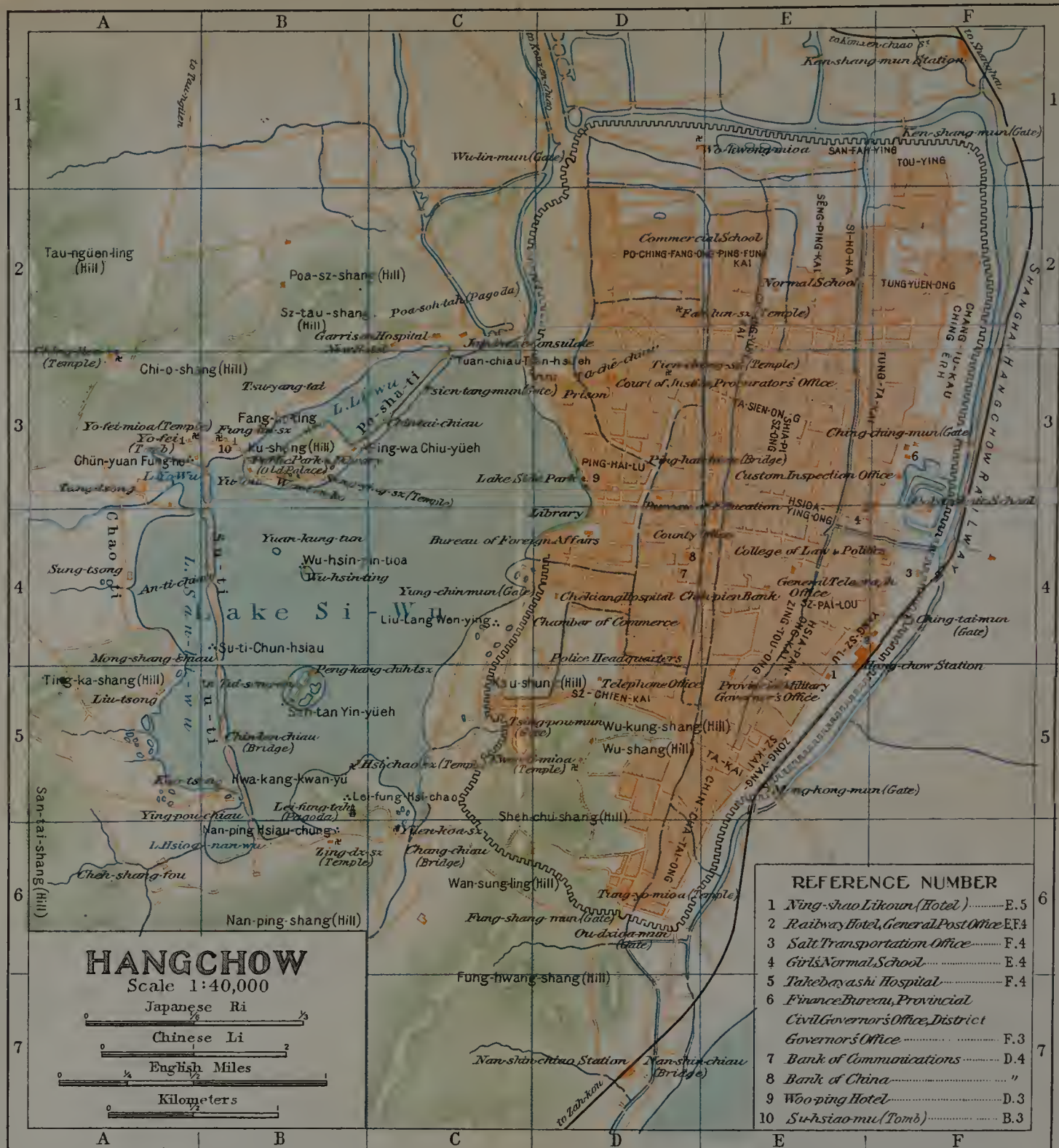
kiang Provinces, famous from ancient days for their bountiful rice crops, as well as for their production of cocoons, silk, cotton, and beans. Duck-raising on the canals intersecting the numerous plains, and fishing, are large industries. A wide expanse of flat plains, intersected by canals largely overgrown by tall reeds, and varied by picturesque pagodas surrounded by peach-trees, which are beautiful in spring, are interesting scenes to first-time visitors. *Lung-hwa*, *Sung-kiang*, and *Ka-shing* are towns of importance on the route.

Sung-kiang 松江 (28 m. from Shanghai N.) is a city of about 50,000 inhabitants, which contains the Prefectural Government Buildings, Middle School, Post and Telegraph Offices. *Products*: rice, cotton, cocoons, silk. *Sung-kiang-lu*, a variety of fish known by Japanese as the perch-sea-wolf, which are caught in the neighbourhood, are noted for their delicious flavour.

Sung-kiang is also known for its dyeing industry. In the city is the tomb of an American named Ward, who organized an army, which, after his death, became known under Major Gordon as the "Ever Victorious Army," which was a powerful factor in suppressing the Taiping Rebellion. Some miles S.W. of Sung-kiang is the *Dzo-saan* (or *Shê-shan*) *Observatory* (near the famous Roman Catholic Church); its telescope originally stood at Siccawei, Shanghai (p. 291).

Ka-shing 嘉興 (62 m. from Shanghai N.) is a prosperous city of over 60,000 inhabitants, situated at the junction of the railway and water routes. From here the Grand Canal leads to Soo-chow and farther north. The large firms and wealthy merchants, dealing largely in rice, beans, and oil, are established principally outside the walls of the city. These products are shipped to Hangchow, Hu-chow, and Soo-chow, and to towns on the upper course of the Tsien-tang-kiang. Ka-shing also exports quantities of chickens and ducks, which are raised on a very large scale. At some of the farms more than 50,000 eggs are annually hatched by artificial means, and the chickens subsequently sold. Eggs are also an important product, particularly in the form of *Pi-tan*,* which is considered a great delicacy by Chinese epicures. Among the sights is *Yüen-yang-wu*, popularly known as *Nan-wu* or "South Lake." In the centre of the lake is an islet, on which stands a house called Yen-yü-lou or the "Mist-Rain Hall," a poetic name not unworthy of the very pretty surroundings.

* *Pi-tan* is a duck's egg long preserved in a mixture of lime, clay, rice-hulls, and salt. The white of the egg finally becomes solid, changing to a greenish black colour; both this and the yolk are relished for their indescribably peculiar taste.



Route XVIII. Hang-chow*

Including Shao-hing and Ningpo



West Lake

Arrival. Hang-chow, which vies with Soo-chow in scenic beauty, is reached either from Shanghai or Soo-chow. From Shanghai the journey may be made either by rail or by water (see p. 293). The railway terminates at Zahkou station on the Tsien-tang-kiang and touches Hang-chow at two places, the Konzenchiao station, Foreign Concession, and Hangchow station, City. By the waterway, passengers are landed at the Foreign Concession Pier, near Kon-zen-chiao (p. 298). Passengers and cargo arriving by steamer from Soo-chow are also landed here. **Means of Conveyance.** Though chairs are available, rickshas are the common means of conveyance in Hang-chow, charge 10-20 cents for short trips, \$1.50 a day. Porters demand about 20 cents *per* mile, the weight carried by one man not to exceed 100 pounds.

Hotels. There are no pure European or Japanese hotels in Hang-chow, but the Y.M.C.A., with hotel and restaurant accommodations in its modern building, is recommended (rates reasonable). However, Hang-chow, the most frequented resort in South China both for tourists and natives, contains numerous Chinese hotels. Most of them are tolerably clean and some of them have semi-European accommodations. The Chong-chan Likoun or Railway Hotel (opposite Hangchow Station; \$6; 2, Pl. E, F 4), Ning-shao Likoun (1, Pl. E 5), Sing-sing Likoun or New Hotel (\$4.50; Pl. C 2;), Woo-ping Hotel (\$4; 9, Pl. D3), and West Lake Hotel, \$10 up, the last three on West Lake; are the best, and especially cater to foreign guests. Besides the above, the Lin-an Fantien, Ning-shao, Huhang, and Ching-ta Di-erh Likoun, are the next best.

* 杭州 "Pontoon City"

Restaurants: Ju-fung-yüen (in Da-ching-ong, City), Kung-ou-chun (in Chien-chiao Dzih-ka, City), Sz-ju-koun and Yih-tsz-chun (both near Hangchow Station), Di-yih-chun (on Da-mo-lu, Kon-zen-chiao); tariff, \$1.20-1.60 for a meal of 4 or 5 courses, \$8-14 for dinner for 8 persons.

Consulates:—British or *Ta-Ying Ling-shih Yamen* (at Kon-zen-chiao), Japanese or *Ta-Ji-pên Ling-shih Yamen*, at the foot of Poa-zah-shan hill, outside the Tsien-tang mun gate. **Custom-House**, (*Hsin-kwan*) is situated on the river bank in the Foreign Concession. **Banks:**—Modern Banks:—Bank of China and Bank of Communications (both on Ching-ou-fong, City; Pl. D 4), Che-kiang Ngying-ong, Sing Ngieh Ngying-ong (both on Tai-ping-fong, City), Chekiang Industrial Bank; Old-style Banks, or *Yin-hao*: Yü-yüan, Kai-tai, Wei-kang, Ching-tai, Kwang-ta-yü, Shêng-chang-yü, and *Piao-hao*: Jih-shêng-chang. There are also numerous money-changers (*Dien-tsong*) and pawnbrokers (*Dong-bu*).

Post, Telegraph, and Telephone. **Post-Offices:** General Office (*Chung-koh Yu-ching Tsung-dzüoh*; Pl. E, F 4,) near Hangchow station, with branches in Ta-ching-ong, City, and near the Pier, Foreign Concession. Stamps are sold at 40 agencies, and mails are dispatched by small, fast boats to places where neither railway nor steamer is available.

Telegraph:—Chinese Telegraph-Office (*Chung-koh Tien-poa Tsung-dzüoh*; Pl. E 4), on Ching-tsz-mo-ong, City, with a branch office near the Pier, Foreign Concession.

Telephone:—Head Office (*Tien-wo Kung-sz*; Pl. D 5,) on Wo-kong-ong, City, with a number of public telephone offices (*Tien-wo Ling-dziu-chü*). Subscribers are rapidly increasing.

Currency, Weights, and Measures. The currency in general use in Hang-chow consists of Mexican dollars (or *Ying-yang*), silver dollars (or *Ta-yang*), smaller silver coins (or *Hsiao-yang*, 20 cent and 10 cent pieces) minted at the Hupeh and Kiangnan (Nanking) mints, one cent coppers, and square-perforated copper pieces. All these coins vary in value according to the exchange fluctuations in Shanghai. **Linear Measures:**—*Dze-tsih*, used by tailors, *Tsong-tsih*, used by drapers and retail merchants, and *Lu-pan-tsih*, used by artisans, compared with the English foot, the first is about $1\frac{1}{2}$ in. longer, the third is about 7 in. shorter. Capacity measures for domestic use and taxation are of various kinds and the *Kwan-hu*, *Ji-hu*, and *Kwan-toü* are also in use. *Kwan-hu* is used by wholesale rice dealers, the *Kwan-toü* by retailers. They compare with the English measures as follows: the domestic measure corresponds to 2.78 bushels, the taxation measure and *Ji-hu* to 2.98 bushels, and the *Kwan-toü* to 2.86 bushels. Scales are also of various kinds: *Ku-ping* or the Government Scale ($1 \text{ chin} = 1\frac{1}{3} \text{ lbs.}$), used in taxation and other transactions between the Government and people; *Bi-sz-tsing* (1 chin

=1.31 lbs.) and *Si-sz-tsing* (1 chin=1.20 lbs.), the former used for measuring large silk thread, the latter for small thread; *Mai-tsai-tsing* (1 chin=1.16 lbs.) used in weighing vegetables; *Jien-ngieh-Kung-tsing* (1 chin=1.30 lbs.) used by dyers.

Leading Firms. Leading Chinese firms are: *Raw silk*,—Tsiu-tai hing (on Ken-shang-Tsz-ka), Tai-lung-chong (on Sin-chiao-Tsz-ka), Fung-da (at Ken-shang-mun-li), and Wei-ngüen (on Sin-chiao-Tsz-ka); *Silk Fabrics*,—Êng-fung (on Ching-ou-fong), Koa-ngüen-tai (on Lien-chiao-Tsz-ka), Yüên-jên-ou (on Lien-chiao-Tsz-ka), Wan-ngüen (on Wei-wei-dong-Da-ka); *Fans*,—Shi-lien-chi (on Pao-yu-fong-Tsz-ka); *Tea*:—Ung-lung-dzing (on Ching-ou-fong); *General Goods*,—Tien-tai (on Poa-yu-fong), and Vêng-tai (on Ching-ou-fong), Yih-sin, Ngi-ta-dziang, and Ngi-jing (these three on Wei-wei-dong-Da-ka); *Tobacco*,—Ning-da-chong (on Ching-ou-fong), Êng-fong (on Hsioa-ching-ong), Êng mou (in Poa-yu-ong); *Marine Products*,—Fong-yü-ou, and Hu-êng-chong (both on Ching-ou-fong).

Itinerary: 1st day, *Si-wu* (or *Hsi-hu*) and vicinity; 2nd day, sights in the city; 3rd day, *Dien-dong-kong* (or the *Tsien-tang-kiang*), 4th and 5th days, Mokanshan Summer Resort. For descriptions, see following pages.

Situation and History. Hang-chow, the capital of the Province of Chekiang, is situated on the left bank of the *Tien-tang-kiang*, 113 m. S.W. of Shanghai and 105 m. S. of Soo-chow. The city is at the S. end of the Grand Canal. Tientsin is at the N. end. The mouth of the *Tsien-tang-kiang* is impassable for ships of any kind because of sand bars and the turbulent tide, but it is navigable by steam-launches above Hang-chow, and for junks as far as Chang-shan-hsien—180 m. (see *Tsien-tang-kiang*, p. 300).

This district was under the jurisdiction of Yang-chow in the ancient time of *Yü-kung* (2000 B.C.), and was known as *Yüeh* in the period of Chun-chiu (475 B.C.). Later it came to be called *Chu*. During the South Sung Period (1127) it was called *Lin-an* and was then the capital, being admirably situated for this distinction. With the *Tsien-tang-kiang* on the E., Lake Si-wu on the W., and a range of hills on the S., the city is shut in except on the N. where there is an extensive fertile plain. The city was opened to foreign trade in 1895, as a result of the Shimonoseki Treaty. Hang-chow suffered terribly from the ravages of Taiping Rebels (1861–1865), from which it has now almost recovered. But after the steamer service was opened with Shanghai and Soo-chow, and more particularly after the railway was built, Hang-chow began to make rapid progress toward prosperity.

General Description. The walled city is longer from N. to S. than from E. to W. and is divided into three sections, the *Upper quarter* (in the S.), the *Lower quarter* (in the N.), and the *Central quarter*. The walls, made of brick, are pierced by ten gates (or

mun),—Yung-chin, Ching-pou, Fong-shang, Ou-dzioa, Mong-kong, Ching-tai, Ching-chun, Kên-shang, Wu-lin, and Tsien-tang. In the Upper quarter stand the government offices and leading stores; the Central quarter ranks next to it in importance, the Lower quarter is the least frequented. Outside the city wall, on the left bank of the Tsien-tang-kiang, is a suburb known as *Kong-kien*, where the steamer and junk traffic is concentrated. The railway to Shanghai starts here, from Zahkou station. Two miles from the Wulin Gate of the city and situated at the S. end of the Grand Canal is *Wu-so*, a trading quarter, another busy place, where the assembled steamers and junks cause the Chinese streets on each bank to be filled with animated life. N. of Wu-so, and adjoining it, are the foreign and Japanese concessions.

Foreign and Japanese Concessions. The roads in the Foreign Concession are laid out on the Western model. Along them stand restaurants, theatres, foreign general goods stores, and other buildings. The office of the Chief of Customs is located in the Concession, and the Shanghai and Soochow steamers moor at its pier. The Japanese Concession, bounded on the W. by the Grand Canal, is not yet regularly laid out. In it are the Branch of the Japanese Consulate, godowns of the Nisshin Kisen Kaisha, etc.

Population. Though exact figures are not available, the population of Hang-chow is generally said to be over 350,000. The Foreign Colony is negligible, consisting chiefly of a few Customs' employees, and missionaries. In August, 1914, the Japanese numbered 70,—officials of the consulate, teachers in Chinese schools, traders, and their families.

Government offices. Office of the Civil Governor of Chekiang Province or *Hsün-an-sz* (Pl. E 3); with the usual departments of Finance, Home Affairs, Education etc.; Bureau of Foreign Affairs (Pl. D4), subject to the Foreign Office in Peking; Military Governor's Office (Pl. E 5); Salt Transportation Office (3, Pl. F 4); Local and Higher Courts of Justice (Pl. D 3); Police Office (Pl. D 5), County Office (Pl. D 4); Custom Inspection Office (Pl. F 3); etc.

Communications. Hang-chow benefits from its communications by water. Steamers connect it with Soo-chow and with Shanghai, and with towns on the upper course of the Tsien-tang-kiang. The junk traffic extends in all directions. A railway connects Hang-chow with Shanghai and in time it will also connect Hang-chow with Ningpo. *By steamer to Soo-chow and Shanghai.* The lines in this service are operated by the Japanese companies, Nisshin Kisen Kaisha and Tai-sêng-chong, and the China Merchants' S.N. Co. All steamers use the Konzenchiao Pier, Foreign Concession. Leaving the pier in the afternoon, steamers reach Soo-chow, *via* Ka-shing, in about 18 hrs., Shanghai in 24 hrs.; *fares*, to Shanghai, \$3-10 (1st), \$1.60-4.80 (2nd); to Soo-chow, \$2.50-10 (1st), \$1.40-4 (2nd). For further particulars see p. 257, Soo-chow.



Carp Pond, Ching-lien-szu Temple

Grand Canal. The famous Grand Canal, which, starting from the Tsien-tang-kiang, near Hang-chow, and traversing portions of two provinces (Chekiang and Chihli) and the whole of two other provinces (Kiangsu and Shantung), and leading to Tientsin over a distance of about 900 m., is one of the great inland waterways of China. From Tientsin this waterway extends farther to *Tung-chow* (120 m.) on the *Pei-ho*, and beyond, to *Peking* (13 m.) by the Tungchow Canal. Formerly, in its S. section, both banks of the canal were built of stone, but they were destroyed by Taiping Rebels,—the remnants of the original embankments may yet be seen in places. The canal is spanned at frequent intervals by stone bridges, some of one arch, others of several arches, their antiquated shape adding interest to the views. The section between Hang-chow and Chin-kiang on the Yangtze (200 m.) was dug between A.D. 605–618 under the Southern Sung Dynasty, which had its seat at Hang-chow. On this section two branch routes lead to Shanghai, one the *Soo-chow Creek* from Soo-chow, the other the *Whang-poo-kiang* from Ka-shing.

The next section, between *Chin-kiang* and *Ching-kiang-pu*, via *Yang-chow* (130 m.), is the oldest, having been dug in 486 B.C. In this section the broad Yangtze-kiang is used, as well as the three lakes, *Kao-yu-hu*, *Pao-ying-hu*, and *Hung-tse-hu*, and steam-launch service is maintained by the three steamship companies already mentioned (p 252). In the neighbourhood of Ching-kiang-pu the canal intersects the old bed of the *Huang-ho*, which was its course prior to 1852. The section between Ching-kiang-pu and Tientsin was dug between 1260–1290, under the Yüan or

Mongolian Dynasty. On entering Shantung Province the canal is crossed by the Tientsin-Pukow Railway at a spot near *Han-chuang*, and from here to *Tung-ping* its course is between low hills, through a region so undulating that at several places dams have been constructed to remedy the difference of level in its bed. When a junk is about to cross a dam, it is first unloaded, the sluice gate is opened and the junk is then pulled over the dam by a rope (worked on a drum). Between Tung-ping and Tientsin, the canal receives the waters of the *Wei-ho*. Since the railway was opened this great waterway does not monopolize the traffic as in the old days.

Traffic on the Tsien-tang-kiang 錢塘江. As stated, while the mouth of the Tsien-tang-kiang is not navigable, the river is available for steamer traffic between Hang-chow (more strictly, *Kong-kein*) and *Tung-lu-hsien* (75 m.), as well as between *Tung-lu-hsien* and *Lan-chi-hsien*, 115 m. farther up. In the lower section small steamers are run once daily from each terminus, calling at Fu-yang (30 m. above Hang-chow); *fares*, to Fu-yang, 20 cents, to Tung-lu-hsien, 60 cents. In the upper section steam-launches of very light draught are employed, each accommodating 30 persons. For junks, however, the river is navigable as far as *Chang-shan-hsien*, 180 m. above Hang-chow. When visiting Chang-shan-hsien it is advisable to travel as follows: 1st day, from Hang-chow to Tung-lu-hsien by steamer; 2nd day, from Tung-lu-hsien to *Yen-chow*, and the rest of the way by junk; 3rd day, from Yen-chow to *Lan-chi-hsien*; 4th, 5th and 6th days, from Lan-chi-hsien to *Chü-chow*; 7th and 8th days, from Chü-chow to *Chang-shan-hsien*. In the last two sections the current becomes more and more rapid, and the up trip is one of slow travel. The Tsien-tang-kiang, together with its navigable tributaries, which connect it with important towns in Southern Chekiang, like *Kiang-shan* and *Chin-hwa*, drains a basin of great fertility. Over the highway between Chang-shan and *Yuh-shan-hsien* in Kiangsi Province, a large quantity of merchandise is drawn from Eastern Kiangsi; travellers and cargo also come from Wen-chow (N. E. Fuhkien), a treaty port facing the Eastern Sea. This business always keeps traffic active on the Tsien-tang-kiang. If the lower course were navigable the river's usefulness would be of much greater value. One of the obstacles to navigation, as already mentioned, is the high tide which daily forces turbulent water into the mouth and far up the river, making navigation impossible. This sight, however, is well worth seeing, the column of water rushing in with great speed, rising in the spring and autumn full tides as high as 6 feet.

The junks on the Tsien-tang differ somewhat from those of other localities: they have sails, and are 60 ft. long and 10 ft. wide, and have arched roofs made of bamboo. The crew consists of 3 to 9 men, one of whom manipulates the rudder. Those on the tributaries are smaller and are generally manned by three men.

Climate, Sanitation, etc. The climate of Hang-chow is salubrious throughout the year. Even in 1905, said to have been the hottest of recent years, the maximum, in July, was 84.4°F., while the lowest record, in February, was 35.6°F. The rainy season generally lasts six months, ending in September, the wettest month being May (Old Calendar, when the rivers often overflow their banks. There are no waterworks; the people inside the walled quarters use well-water, those outside get their daily supply from the river. Covered drains are laid inside the walled quarters, but being neglected, foul water overflows on the streets. *Medical.* There are two Chinese Hospitals (Chekiang Hospital, Pl. D 4 and Wu-lin Hospital) and two mission hospitals: Hangchow Hospital (or *Ta-Ying Kiao-hui K'wang-chi Ye-kok*), maintained by a British Protestant mission, and Tien-chu I-yüan, a Roman Catholic hospital. The diseases that attack the natives are smallpox in spring and cholera in summer, but generally they do not become epidemics. Malaria is a local disease, common among the natives all the year round, but without serious results.

Religion. Religion is represented by Buddhism and Taoism, which especially flourished during the Tang and Sung dynasties (6th to 10th century), but many of the splendid temples erected in those days have either been destroyed by fire or are now in ruins. Those existing to-day within the city proper are the Kwan-ti-mioa (Pl. H 8), on Zong-yang-sz-ka, Jing-wong-mioa (on Wu-liu-ong), Kwong-jung-sz, Ngüen-mioa-koun, Yung-chü-sz (these, three on Wushang hill), Yu-sêng-sz (on Yüen-tan-ka); those outside the walls are Sêng-ying-sz, Nghoh-mioa, Ching-lien-sz, Yung-lin-sz. Christianity, both Protestant and Roman Catholic, is spreading.

Education. With a reputation from olden times as a cradle of learning, Hang-chow well maintains its honourable record. It possesses the following higher grade institutions: College of Law and Politics (Pl. F 4), Chekiang Normal School (Pl. E 2), Girls' Normal School (4, Pl. E 4), Medical, Polytechnic (Pl. F 4), Railway, and Commercial (Pl. E 2) Schools. Also there are numerous primary schools, besides the old-style family schools, in which instruction is given to the sons of the lower classes. Among the mission schools are the Hangchow Presbyterian College (*Tsi-kiang Hsiao-kau*), at Zakhkou, occupying an exceptionally fine site, Wei-lan Hsiao-kau, Kwong-tsz I-hsiao-kau (Medical school). *Newspapers:* Dzön-tsih Kung-poa, Tsz-kong Yüeh-poa and a few others.

Industries. From early times, Hang-chow has shared with Nanking and Soo-chow the honour of being the centre of production of high-grade silk-fabrics in China, and formerly a special commissioner was stationed there by the Peking Court to inspect the silks for its use. The products of the Hangchow looms are noted because of their durability and their high finish. The fabrics

are classified as finished and raw stuffs, the former consisting of brocades, damasks, satins, gauzes, etc., the latter of coarse gauze and similar piece goods. Weavers of silk goods within the city walls number about 2,000, employing about 10,000 stands of looms and 6,000 operatives. Of the above, about 7,000 looms are used by high-grade weavers. Larger establishments are being started, those already operated being Chung-sing Kung-sz, Jin-sing Kung-sz, Wei-djing Kung-sz, etc. Cotton-spinning was represented by the Tung-yih So-tsiang, established by Chinese in 1886, which at one time operated 15,000 spindles and employed about 400 operators, but owing to inefficient management its mill, on the bank of the Tsientang, was closed. *Fan-making.* Hang-chow fans are celebrated all over China, their export value amounting to over 2,000,000 taels annually. About 900 families are engaged in this industry. *Agriculture.* Being fertile and well irrigated, Chekiang constitutes, with Kiangsu, the richest portion of *Kiang-nan* or the "Regions S. of the Yangtze." The districts around Hang-chow and the neighbouring communities of Hu-chow and Ka-shing are especially noted for farming, of which the staple products are rice, cotton, rapessed, vegetables, etc. Silk-worm cocoons are also produced in large quantities. Cattle, horses, swine, and poultry are raised, but not to such an extent as to constitute a special industry.

Trade. In foreign trade the chief items of import are aniline dyes, matches, cigarettes, coal, kerosene, hardware, sugar, marine products; the chief exports consist of silk fabrics, fans, canvas bags, tea, medicines, and cotton yarn. Customs returns for 1920 totalled about 9,724,000 taels in imports and 10,243,000 taels in exports.



Distant view of the Lei-fung-tah Pagoda—p. 305

Business in Hang-chow. There are three business centres, *viz.*, the area inside the walls, *Wu-so* (the terminus of the Grand Canal), and *Kong-kein*, on the bank of the Tsien-tang. In the first are wholesale stores dealing in silk, silk-goods, fans, etc., and retailers selling general goods; at *Wu-so*, on both sides of the Canal, are large stores in the rice business; and at Kongkein, goods to or from the markets in the basin of the Tsientang are handled. In the Foreign Concession, near Kon-jen-chiao and its vicinity, stand lodging-houses, restaurants, steamship agencies, and other establishments, but the prosperity of this quarter is declining somewhat owing to the competition of the Hanchow Station Quarter, where the railway company has opened a market and encouraged the establishment of restaurants, hotels, etc.

Wholesale Stores. These comprise more than ten rice stores inside the Wulin Gate, 16 fuel stores, and transport agencies.

Commercial Organizations. As in Shanghai (p. 283), a number of commercial associations exist in Hang-chow, the Kiangning Wei-koun (on Moh-djiang-ong), Hu-nan Wei-koun (on San-ngüen-fong), Liang-kwang Wei-koun (on Shêh-ng Kwei-ong), An-king Wei-koun (Sung-koa-doa-ong), Yün-kwei Wei-koun on Zong-yang-sz-ka), Anhwei Wei-koun (on Zah-tou-chiau), Kiangsi Wei-koun (on Si-Da-ka). The city also has various guilds organized respectively by dealers in yarn, cotton, paper, rice, etc. A Chamber of Commerce is also established in the city.

Theatres: Tien-sien Cha-yüen (on Kon-zen-chiao, near the Foreign Concession) and Mou-vaan Djih-yüen or "Model Theatre" (in the City), equipped in a thoroughly modern fashion.

Places of Interest. *Loh-ou-ta* 六和塔, an eight-story pagoda, about 200 ft. in circumference, stands on a spur of the range on the bank of the Tsien-tang-kiang, about 2 m. above Kong-kein. The winding course of the Tsien-tang-kiang, its surface dotted with sailling craft, and the distant view of the sea to the E. form an interesting feature of the view from the top story of this pagoda.

Mo-kan-shan 莫干山, situated about 37 miles N. of Hang-chow on a mountain 2,500 feet above sea level, is a favourite summer resort for foreign residents of Shanghai and other cities in Chekiang Province. Like other summer resorts in China, this resort was first opened by foreign missionaries. There are more than 150 cottages, owned mostly by missionaries, two foreign-style hotels, swimming pools, tennis courts, churches, and a charming park. In the vicinity are ancient temples, beautiful natural scenery, and places of historic interest in the midst of shaded bamboo groves. **Hotels:** Railway Hotel (\$6 a day), and New Railway Hotel (\$7 a day), both under direct management of the Shanghai-Hangchow Ry. There are also several Chinese inns.

Means of Conveyances. From the landing wharf in front of the Konzen-chiao Station to Sanchiaopu (the terminus of the water route, where there is a rest-house), the distance, about 30 miles, is covered by steam launch in $3\frac{1}{2}$ hours, \$3.50 per person. Thence from Sanchiaopu to Mo-kan-shan (7 m., 3 hrs.) by mountain chair (\$2.50-3). The steam launch and chair services, also conducted by the railway management, are operated only during the season. Through tickets from Shanghai (including chair and steam launch)—\$10.70 (1st cl. single), \$21.10 (return); \$7.70 (2nd cl. single), \$16.50 (return). Holders of these tickets may alight at Hangchow Station in order to visit West Lake, and then continue their trip to Mo-kan-shan.

Lake Si-wu or "West Lake"

"Heaven above, below Soo and Hang," is a Chinese proverb of high praise for Soo-chow, and Hang-chow, in which West Lake is situated.

Itinerary, etc. For a cursory visit to West Lake, a day is sufficient. But those acquainted with the rich historical and literary associations of this charming spot will not regret spending two or three days for excursions on the lake or along the lake side. On the lake ordinary native boats (\$1-2 per day), house-boats (\$2-3 per day) may be hired. For trips along the lake shore and about the neighbouring hills chairs (\$2.50-3 per day, with 3 coolies) are available. Chairs and boats should be hired through the hotels in which tourists stay. If time permits, excursions may be made on foot.

Lake Si-wu 西湖 or "West Lake" (about 2 m. W. of Hangchow Station), is the lake the scenic beauty of which called forth high praise from Marco Polo. From early times poets and litterateurs have vied in singing the praises of their favourite scenes, among which some have selected ten, others 36, and still others 72. On and around the lake are numerous historic relics and several famous temples.

Boating on the Lake. Boats may be hired either outside the Yung-chin-mun gate (Pl. D 4) or at Ku-shang (Pl. B 3), Hangchow. Arriving at Hangchow station (Pl. E 4.), Native City, the former place is nearer (20 min. by ricksha); arriving at Kon-zen-chiao Wharf, Foreign Concession, the latter is more convenient (30 min. by ricksha). Visitors taking boat at Yung-chin-mun-wai first view the sights on the S. shore, then those on the W. shore, and next those on the N. shore, while visitors starting from Ku-shang would see these sights in reverse order. There is little to see on the E. shore, as it is close to the city walls. In this description the traveller is supposed to start from Yung-chin-mun-wai.

As the boat takes a S. course on the placid water the charming sights around the lake make a most delightful impression. Literally one is "in the midst of a beautiful picture," of which the boat forms a part. The first place touched at is *Liu-lang Wên-Ying* (Pl. C 4), literally "Wave-like willows, to hear golden orioles," one of the *Ten Sights* of the lake. This spot, a lake shore outside Tsing-pou-mun (Pl. C 5), is beautiful



San-tan Yin-yueh, West Lake—p. 306

in spring because of its many drooping willows, among which golden orioles warble. Going farther S. and turning W. the boat is soon in front of *Lei-fung-tah* (Pl. B 5), a pagoda built by a queen of the Kingdom of Wu-yüeh in the Five Dynasties Period (A.D. 907-960). Built of red brick, the pagoda is so thoroughly ivy-mantled that no trace of the material of the original building is visible. The pagoda is otherwise known as *Lei-fung Hsi-chao*, literally "Evening sunlight on Leifung Hill," the old pagoda looking particularly beautiful when it is reflected in the lake by the evening sun. S. of the pagoda is *Nan-ping Wan-chung* (Pl. B 6), or the "Day-dawn bell-sound on Nan-ping Hill;" the bell of this temple when struck at dawn being supposed to wake up everything within hearing. This bell and the pagoda just mentioned are among the *Ten Sights*. Going farther W., a long embankment extends from N. to S. across the lake. This is the famous *Su-ti* or *Su's* embankment (Pl. B 4,5), built by the celebrated litterateur Su Shih or Su Tung-po, of the Sung Period, who at one time was the governor of this region (p. LXXV). The embankment, which divides the lake into two unequal portions, is cut through at six places, spanned by bridges, and is planted with willows and flowering plants, the whole constituting one of the *Ten Sights* and being known as *Su-ti Chun-hsiau* (Pl. B 4) or "Spring dawn at Su-ti." Near the S. end of the embankment is *Hwa-kang Kwan-yü-ting* (Pl. B 5) or "Fish-seeing Pavilion at Hwa-kang," being originally a summer villa built by Lu, a powerful eunuch of the Sung Dynasty. In the villa garden is a pond, connected by a channel with the lake, in

which are kept beautiful gold-fish. The N. course along the embankment on the right leads to a green islet, famous on account of *San-tan Yin-yüeh* (Pl. B 5), where the reflection of the moon can be seen. On the islet are *Tui-sêng-an*, an ancient villa of Pêng Kang-chih, *Kwan-ti-miao* (a temple), and lotus pond. There is also a house containing a tablet with an inscription by Kang-hsi, the founder of the Ching Dynasty, and a stone tablet commemorating his visit to the place. The islet is an exceedingly interesting spot, perhaps the choicest of all the sights about the lake. Leaving the islet and taking a N. course, one is brought in front of the tall twin peaks, known as *Nan-kau-fung* and *Pê-kau-fung* or "N. and S. High Peaks," also known as *Shwang-fung Cha-yung* or "Clouds-holding twin peaks," the reference being to the beautiful bright clouds floating between the two peaks. To the right is an islet rising as it were out of the very heart of the lake. This is *Wu-hsin-ting* (Pl. B 4) or "Lake Heart Pavilion," which, planted with willow and flowers, presents a beautiful contrast to the twin hills in the west. Now the boat is near the N. end of the embankment, where there are several interesting sights. Among these may be mentioned a pavilion, *Chü-yüan Fung-ho-ting* (Pl. A 3), noted because of its beautiful lotus pond, *Su-hsiao-mu* or Tomb of Mlle. Su (10, Pl. B 3), a noted actress of the Liu-Sung Period (about A. D. 420), and *Ngoh-miao* or the Tomb and Temple of Yo Fei (Pl. A 3), a loyal general of the S. Sung Dynasty. Next *Ku-shang-tau* (Pl. B 3) is visited, a well wooded islet close to the N. shore, and connected with it by embankments. On the islet are several places of interest: *Yü-lau* (Pl. B 3), once the home of a celebrated scholar Yü Yüeh (who died not many years ago); *Sêng-ying-sz* (Pl. B 3), once honoured by being made a palace of sojourn for Emperor Kang-hsi, and now, together with the next building, *Wên-lan-ko* (Pl. B 3) constituting a library, in which are stored a great number of precious volumes; *Ping-wu Chün-yüeh-ting* (Pl. B 3), or "Quiet Lake, Autumn Moon," a pavilion, occupying an E. corner of the islet, with water on three sides, regarded as a choice spot for viewing the full moon of mid-autumn; farther at the N. end of the islet is *Fang-ho-ting*, (Pl. B 3), the old home of Lin Ho-ching, a scholar-recluse of the time of Sung, containing his tomb, and a plum garden. The longer of the embankments connecting the islet with the shore, known by the name of *Po-kung-ti* (also called *Posha-ti*; Pl. C 3), was built by the celebrated litterateur Po Chü-i of the Tang Period, who was governor of the region. It may be said in passing that Su Tung-po, who built the other large embankment mentioned, which runs from N. to S., was a great admirer of Po Chü-i. The long embankment is cut at two places to permit the free flow of the water, and the cuts are spanned by bridges, one of which is known by the name of *Chin-tai-chiau*

(Pl. C 3), the other by the name of *Tuan-chiau* (Pl. C 3). The latter, with the name of *Tuan-chiau Tsan-hsüeh* or "Tuan-chiau under snow," (Pl. C 3) is one of the *Ten Sights*. The Inner Lake is famous for its lotus blossoms. This ends the sight-seeing, because, as stated, there is little to see on the E. shore of the lake. If, however, after returning to Yung-chin-mun-wai, the starting point, there is spare time, the visitor may hire a chair at Yung-chin-mun-wai (or go on foot) for a visit to *Wu-shang* (Pl. D 5) on his way back to the city. This is a hill at the S. corner of the city, from where a good view of the city and neighbouring regions may be obtained.

First Excursion on Land. By chair or on foot, starting from Yung-chin-mun (Pl. D 4) a road called S. Hill Road, is taken and Tsing-pou-mun-wai (Pl. C 5) is passed on the way to a place having the lake on the right and a hill on the left. The latter, known as *Fung-hwang-shang* (Pl. C 7.), is a beautiful hill; from which runs in a S. direction a path called Wan-sung-ling (Pl. C 6) or Fung-ling, and on the roadside, under beautiful shadowy pines, most wayfarers stop to rest,—the road leads to Zahkou station on the Tsien-tang river. But a W. course is taken to two hills,—the one to the right, with its pagoda (*Lei-fung-tah*) towering high in the air, is called *Lei-fung* (Pl. B 5), the other to the left is *Nan-ping-shang* (Pl. B 5). The summit of the latter is covered with innumerable singularly shaped rocks, among which is a cave and above it a wall-like rock from which the hill takes its name (Nan-ping meaning "South screen"). On the hill is a Buddhist temple called *Zing-dz-sz** or *Ching-tsz-sz* (Pl. B 5), one of the four large temples in the neighbourhood of West Lake.

By the side of the temple is a large stone cave, Hsien-jên-tung, entered by creeping through a low stone gateway. There are also several other caves: Lien-hwa-tung, Sz-fo-tung, and Lo-han-tung—the Buddhistic images, now practically effaced, on the walls of the last, were once its notable feature. Omitting a visit to the neighbouring hills: Tsz-yung-ling and Chiu-yoa-shang, a W. course is taken to *San-tai-shang*, near the S.W. corner of the lake. This mountain, as its name indicates, consists of three beautiful peaks, with a temple at its base called Fa-hsiang-sz. South of these peaks is *Nan-kau-fung* or "South High Peak," the highest peak on the S. side of the lake, which may be climbed

* This temple, now more or less dilapidated, is believed to be the temple where the great priest, *Kōbō Daishi*, so revered in Japan, first stopped to begin his study of Chinese Buddhism in A.D. 804. This priest introduced the Shingon sect into Japan and built the temple of Kōyasan. He journeyed to the remotest corners of Japan and thousands of temples there are accredited to him. He was a great teacher and Japan owes its first popular education to him. The *Hiragana* syllabus is said to have been invented by him. He is the legendary genius who symbolizes enlightenment among the Japanese.

on foot by a narrow, meandering path. On its summit is a huge rock known as *Hsien-chao-tan* or "Early shined-on Rock," as it is believed that it is the first object to receive the morning sun.

Second Excursion. Starting from Tsien-tang-mun (Pl. D 3) and taking the so-called N. Hill Road in a N. W. direction one comes to *Poa-zah-shan* (Pl. B 2), at the S. base of which is the temple *Chao-ching-li-sz*, one of the four large temples of the district. Many of its numerous buildings were destroyed in 1862 by the Taiping Rebels, an iron Buddha image alone remaining. At the summit of *Poa-zah-shan* is an old pagoda, which, looked at from a distance, appears like a brush-pen standing with the brush-end up. This pagoda, known as *Poa-soh-tah* (Pl. C 2) or "Uncle Poa's Pagoda," was repaired early in the 11th century by a priest named Yung-poa, but dates back to the time of the Wu-yüeh Kingdom in the preceding century. Near *Poa-soh-tah* are Buddhist monasteries, and houses owned by foreign residents of Hang-chow. From the summit there is a splendid view of the lake and surrounding country, including the city of Hang-chow. Walking S.W., the excursionist comes to Mlle. Su's Tomb, General Ngoh's Tomb and Temple, and farther on to Yü-chüan, a beautiful spring in the temple grounds of *Ching-lien-sz* (Pl. A 3), which is believed to have its source underground in a western hill several miles away. In a lake formed by the spring there are numbers of carp. Alongside the lake is a monastery, which is a good place to rest and eat luncheon. Proceeding S., the next place visited is *Ling-ying-sz*, a temple, also called *Yüing-ling-sz*, which is situated half-



"Lake Heart Pavilion"—p. 306

way up Wu-ling-shang. The temple, one of the four large temples, lost most of its buildings by fire, there now remaining only the Hall of Five Hundred Lo-han Images as evidence of the temple's former glory. South of Ling-ying-sz is a hill called *Ling-chiu-shang*, which is also called *Fei-lai-fung* or "Coming-over-flying Hill," so named by a Hindu missionary, Hwei-li, who, coming here in A.D. 326, was so struck by the likeness of this hill to an off-shoot of Ling-chiu-shang in India, that he imagined the off-shoot had followed him here, flying all the way from its original place. The hill, well wooded, contains a great many curiously shaped rocks,—some of the pines, clasping the rocks and boulders with their roots, appear as if growing directly out of them. At several places on the hillsides are Buddhist images carved out of the rock. The most prominent hill in the neighbourhood is *Pei-kau-fung* or "North High Peak," which towers high, with another hill, Tien-choh-shang, between it and *Nan-kau-fung* or "South High Peak," already described. The North Peak is climbed by a winding series of stone steps, some parts of which are dangerous, but visitors are amply repaid for the toil of the ascent by the magnificent views from the top. *Tien-choh-shang*, or "India Hill," rises S. of Pêkau-fung and is famous because of three temples on it which contain celebrated Buddhist images brought from India. The farmers of the neighbouring villages come to the temples in spring to pray for bountiful crops. The great crowds that gather are popularly known as *Tien-choh-hsiang-sz*, or "Indian Perfume Fair."

* * *

Ningpo Section of the Shanghai-Hangchow-Ningpo Railway. The line starts from Ningpo and ends at Tso-ngo, (48 m.), on the bank of the Tso-ngo River. A bridge over the river is now under construction, but even after this is completed, through service between Hangchow and Ningpo cannot be inaugurated until arrangements are made to cross the Tsien-tang river, which probably will be by a train ferry. One fast and one slow train are run daily from present terminals. Fares from Ningpo to Tsongo River, 1st cl. \$2.10, 2nd cl. \$1.25. When through traffic is opened Shao-hing will be the most important station on this line.

Shao-hing 紹興 (pop. about 200,000) is a well-known city situated about 45 m. S. of Hang-chow. It is reached by ferry-boat from Kong-kein to Si-hing on the opposite bank, where the *Shao-hing Canal* begins, and there changing to a smaller canal boat. The canal traverses a rich delta plain, where cotton, tobacco, tea, mulberry-trees, etc. are extensively grown. Shao-hing is an old town, having been the seat of King Kou-chien of Yüeh (5th century B.C.). The city is surrounded by strong

walls, and its streets are laid out regularly over uneven ground, several small hills being within its boundaries. The foremost product here is a liquor called *Shaohing-chiu*, brewed with the water from Lake *Ching-tien-wu*. It is said that this water imparts a special flavour, which has made the liquor widely celebrated. The output totals about 150,000,000 catties annually, nearly 100,000 tons. Sericulture, cotton-growing, and rice-farming are actively carried on, and the weaving industry of the city is gradually encroaching upon the three famous centres, Ka-shing, Hang-chow, and Hu-chow. The prosperity of the city will increase enormously when the Hangchow-Ningpo Line is completed.

From Shao-hing to *Yü-yao* (42 m.), the boats are obliged at several places to cross dams through sluice-gates, where they are ingeniously aided by means of ropes worked by capstans. When this method is not available the boats are carried on men's shoulders. At *Yü-yao* change is made to a small steamer on which, going down the *Yao-kiang* for a distance of 33 m., travellers finally reach Ningpo.

Ningpo 寧波 (120 m. from Han-chow) is an old treaty port (1842), which has been frequented by foreign ships since it was first visited by Portuguese in the 16th century. The frequent missions between Japan and China during the Tang and Sung dynasties used this port as their place of arrival and departure. The city, pop. about 450,000, surrounded by strong walls, is situated on the *Yung-kiang*, 13 m. above its mouth, on Hangchow Bay. The busiest part of Ningpo is the street running between the two bridges *Sin-kong-djioa* and *Lau-kong-djoia*, which spans the river that partially surrounds the city. In the Foreign Concession, situated on the opposite side of the river, are the British Consulate, Custom-House, Post and Telegraph Offices, the piers, godowns, and sheds of various steamship companies, etc. Every day in the week except Sunday several steamers leave the port for Shanghai, 134 m. to the north. Other coasting and inland shipping service comprise, as regards coasting trade, the Ningpo-Chinhai Line, calling at Cha-poo, operated by the Ou-jih Kung-sz, Chin-hai Kung-sz, and Yü-jung Kung-sz Companies; Ningpo-Chenkomun (in Chousan Islands) Line, calling at *Ting-hai*, operated by the Yung-chou Kung-sz Co.; Ningpo-Haimen Line, by the Poa-wo Kung-sz and Yungning Kung-sz Companies. As regards the inland voyage, the Ningpo-Feng-hwa Line is maintained by the Yung-chou Kung-sz Co., and the Ningpo-Yüyao Line by the Meyih Kung-sz (Ehlers & Co.), Yung-an Kung-sz, and Ou-yün Kung-sz Companies. The prosperity of Ning-po has been much affected by the progress of Shanghai and Hang-chow, but still its trade amounts to respectable figures. The volume of trade according to the latest returns (1920) amounted to about 28,406,000 taels. In industry

Scale 1 : 25,000

Japanese Ri

Chinese Li

English Miles

Kilometers



the two spinning-mills of *Tung-chiu-ngüen Fong-tsih-tsiang* and *Au-fong Fong-tsih-tsiang* are the most important; the former was established in 1896, the latter in 1907. The yarns produced by these are favourably received by local consumers and are gradually displacing foreign yarns. Salt Manufacture and Fishery are two important industries, in which the inhabitants of the neighbouring seacoast and of Chou-shan Archipelago largely engage. Salt is an important export from Ningpo. The fishing-boats are of two kinds: the larger, numbering about 600 in all, called *Da-tei-jön*; the smaller, about 4,000, are called *Hsio-tei-jön*. The value of their annual catch is estimated at about 700,000 taels.

Choushan or Tsiushang 舟山 Archipelago. Off the coast of Chekiang province lies the Choushan Archipelago, of which the Island of Choushan, about 50 m. off Ning-po, is the largest, measuring 20 m. long, 51 m. in circumference, and 10 m. across its widest part. The name Chou-shan means "Boat Mount," from the fact that the island resembles a boat in shape. Towards the latter part of the 17th century, Chou-shan was a trading base of the British East India Co.; and in the Opium War of 1841, the British squadron occupied the island, making it its base of operations. On the S. side lies the walled town of Ting-hai, in front of which is the principal harbour. In the city are the Chinese Yamen, a Roman Catholic church, a school and a hospital connected with the latter.

Pu-to, 普陀 popularly known as *Pu-to-shan*, an island $1\frac{1}{2}$ m. E. of Choushan Is. is only 3 m. long. It is celebrated as one of the three sacred spots of Chinese Buddhism, the other two being Wu-tai-shan in Shansi and O-mi-shan in Szechwan. The little island is literally covered with temples, arbours, and monuments, and about 2,000 monks live in the monastery. The summit commands a panorama of great beauty, consisting of the blue sea studded with green islands. Among the more important temples may be mentioned Pu-chi-sz, Fah-yü-sz, Wei-chi-sz, Wêngsin-sz, and Boh-wo-yüen. The island is visited by a host of Buddhists all the year round. Foreigners living in Shanghai know the place as the nearest bathing beach to that city. During the summer occasional excursion steamers are run direct from Shanghai to Paito, for weekend trips.

Route XIX. Foo-chow* and Vicinity

Arrival. Foo-chow and vicinity is generally reached by steamers of the lines connecting that city with Shanghai on the N., Hongkong on the S., and Taiwan on the East. All these steamers go up the Min-kiang river as far as *Pagoda Anchorage* (or Ma-inwi—25 m. above the mouth), whence to Foo-chow, 9 m. farther up, 1st and 2nd class passengers being conveyed on steam-launches free of charge, and landed either at the Customs Pier, or at the Pier in *Hwang-sung-pwo*, near the Foreign Settlement.

Means of Conveyance. *Motor cars* are available on the main streets: on the new avenue from Wang-seu-kio Bridge to Chwi-pwo-mwong gate, and the street from the same bridge to Nang-mwong Tai-kae; charge, \$4 an hour, \$20 a day. *Rickshas and Carriages* can go almost everywhere except in the narrow streets, where only sedan chairs can be used—charges: rickshas, 30 cents an hour, \$1 a half day.

Hotels: Brand Hotel (*Ying-kwok Kak-taing*; Pl. G 11), is the only European hotel in Foo-chow,—tariff, \$10; *Yamato-kwan* (*Tai-wo-kwang*; Pl. G 11), kept by a Japanese—\$3-6, both at Hwang-sung-pwo.

Restaurants: European meals can be obtained only at the Brand Hotel, Japanese meals at the Yamato-kwan, Hitachi, Sasanoya; Chinese Restaurants—the best are the Chu-chung-hwong and Piek-iu-tieng, both on Ku-leu-chieng; Sang-sang-choa, on Tung-mun-kae; Kwong-sing-leu and Kwong-chu-leu, both in Chiu-pieng, outside the S. Gate. Foo-chow has always been famous for its excellent cuisine, which is known by the name of *Min-tsai*.



Foo-chow, viewed from the Foreign Concession

Clubs, Race Course, etc.; Foo-chow Club (for foreigners, Pl. F 12); Japanese Club (Pl. F 12); Race Course and Tennis Court, maintained by foreigners. House-boats on the Min-kiang afford delightful summer excursions,—charge *per day* \$3-5.

Consulates: American (*Ta-Me Ling-shih Ya-men*; Pl. E 12), British (*Ta-Ying-kwo Ling-shih Ya-men*; Pl. E 12), French

* 福州 (“City of Happiness”)

(*Ta-Fah-kwo Ling-shih* ; Pl. E 13), Japanese (*Ta-Yut-pun Ling-sz-kwan* ; Pl. E 12)—all the above in Choung-seng-sang, Foreign Settlement ; Netherlands (*Ta-Wo-lan-kwok Ling-shih Ya-men*), Mexican (*Ta-Meik-sae-koa-kwok Ling-shih Ya-men*),—the last two in Hwang-sung-pwo, Foreign Settlement.

Custom-House, or *Min Hai-kwan*, at Kwang-sung-pwo (Pl. G 11), on the right bank of the Min River.

Banks : Foreign :—Hongkong & Shanghai Banking Corporation (*Hwayfoong*, Pl F 11,12) on Ta-ling-ting, Chartered Bank of India, Australia, and China (*Chata*) in Hwang-sung-pwo, and Bank of Taiwan (*Tai-wan Yin-hong* Pl. G 11) on Hai-kwang-ting ; *Chinese* :—Fuhkien Bank of China, in Hwang-sung-pwo, with a branch in the native city ; Bank of Fuhkien, on Foo-shing-kae ; Chinese money-changers (*Chieng-taing* or *Chieng-pwo*)—about 38 of these houses with high credit issue silver notes called *Hwang-pieu*.

Currency. Money current in Foo-chow comprises silver dollars, small silver pieces, copper coins (cent pieces), and copper cash (1/10 cent), besides bank notes, called *Hwang-pieu* (also *Tai-huk*). The silver dollars are foreign, Japanese dollars constituting about 6/10, Singapore dollars 3/10, and Mexican and Hongkong dollars 1/10 of the total amount in circulation. The smaller silver coins and copper coins are generally of Fuhkien coinage ; those issued by other mints are subject to more or less discount. Smaller copper cash (1/10 cent), generally from private mints, though extensively used in small dealings, are of very poor quality. The silver-convertible notes, issued by the native banks, circulate only in Foo-chow. There are also the 10-tael silver lumps called *Ming-ting*, made at Foo-chow, and the silver notes issued by the Hongkong & Shanghai Banking Corporation and the Taiwan Bank. *Ming-tings* are used in paying taxes and for transmission to distant places ; the notes of foreign banks circulate only among the foreign residents.

Linear Measures, consisting of the unit *chioh* (or foot), are of four kinds, *Chai-chioh*, *King-chioh*, *Ping-chioh*, and *Lo-pang-chioh*. The first is equal to about 15 English inches ; the second is about 1½ in. shorter ; the third corresponds almost exactly to the foot. The first three are used by drapers and tailors, the fourth, used by artisans, is equal to about 14.33 English inches.

Capacity Measures are of three kinds : the *U-tau*, *Ping-tau*, and *Hu-tau*. The first, used in the N. district along the lower course of the Min-kiang, corresponds to about 2 bushels ; the second, corresponding to 2.25 gallons, is used in the city and suburbs. The latter has three subsidiary measures, two ping-sheng (=3.6 pints), one ping-sheng, and half a ping-sheng. The *Hu-tau* corresponds to 2.33 gallons and is the standard measure in

the districts along the S. bank of the Min-kiang, having three subsidiary measures, two fu-sheng (=3.87 pints), one fu-sheng, and half a fu-sheng.

Weights are of three kinds, *Ping-ching*, *Eng-hwa-ching*, and *Pieng-ching*. In ordinary transactions the first scale (16 taels=1 catty) is used, this catty being nearly equal to 1 lb. (English). The second is used in weighing grain, its catty corresponding to 1.37 lbs. The last, also called *Tai-ching*, is used by wholesale dealers, its catty being equal to 1.55 catties of the Ping-ching, or to 1.34 lbs.

Post, Telegraph, and Telephone. *Post*: General Post-Office (*Yau-ching-jook*; Pl. G 11) in Hwang-sung-pwo, with several branch offices in the city. *Telegraph-Offices*. General Telegraph-Office (*Tüng-kwok-Tieng-poa-kwoh*, Pl. G 12) handles all domestic messages; Office of the Eastern Extension, Australia and China Telegraph Co. (*Ta-tung Ta-pak Teen-po Kung-sze*, Pl. F 12) on Nang-tai-choung-seng-sang, handles messages for transmission abroad. *Telephone*. This service was started in 1908 as a semi-official undertaking, with the co-operation of Chinese capitalists, with an exchange office outside the S. Gate. Subscribers number about 500,—monthly fee, \$5. There is also an independent telephone line which is used principally by foreigners,—annual fee \$70.

Local Products. *Lai-chi* or lichee, *Lung-ngiang* or Lungan, (nuts), *Lieng-ngau-hung* (ground lotus roots), *U-i-ta* (tea), *King-cheik-ki* (lacquer-ware); these products are sold at many shops in the neighbourhood of the S. Gate and in Hwang-sung-pwo.

Photographs: Views of Foo-chow and neighbourhood can be purchased at Rosan-ken, or *Lu-sang-hiong* (Japanese), in the Settlement.

Itinerary. Sedan-chairs are indispensable for sightseeing outside the city (charge 40 cents an hour); a guide may be procured through the hotel or one's consulate. First day:—the tomb of the King of *Ming-wok*, on *Tai-mieu-sang* (hill; Pl. C 11), outside the S. Gate; *U-sioh-sang* (hill; Pl. B 6) whence a bird's-eye view of the city and surrounding country may be had; the tombs on *Ya-sang* near the N. Gate; *Teing-hai-leu* (a fortress-tower), on *Wok-wong-sang* (Pl. B 1); hot springs (outside the *Toung-mwong* or Hot Spring Gate; Pl. E 3), a good place to have lunch; the Manchu Bannermen's Quarters, inside the *Tung-mwong* or E. Gate; *Kau-seng-kwang* (a Taoist temple; Pl. E 6), on *Ü-sang*; the seven-story pagoda at the *Pah-tak-sei* (Pl. D 6), near the S. Gate. Second day:—*Üng-chiong-siang-sei* (or Ku-sang), a temple famous throughout Fuhkien Province; *Kuliang*, a summer resort for foreigners. Third day:—boating excursion up the Min-kiang to the vicinity of *Hung-sang-kieu*.

Fourth and Fifth days :—to San-tu-ao, an open port in the N., and to *Hing-hwa*, a town in the S., from which a large number of emigrants annually sail for foreign countries. These places are described farther on.

Situation and History. Foo-chow, the capital of Fuhkien Province, situated on the river Min-kiang, 34 miles from the sea, is nearly halfway between Shanghai and Hongkong. The Min-kiang, which flows from the interior of Fuhkien, is the largest river in the province. This treaty port is nearly opposite *Tam-sui*, in northern Taiwan. This district was known as *Ming-wok* (or Min-yüeh) during the Han Dynasty (206 B. C.—A. D. 220), and as Ming-chiu (or Min-chou) in the Tang Period (A. D. 618–922), and in it, in the beginning of the Ming Period (A. D. 1368–1668), arose the walled city of Foo-chow, which became the seat of the prefectural administration. When the Manchu Dynasty came into power (end of the 17th century), it garrisoned the place with a large detachment of Manchu Bannermen. In 1861, as a result of the Nanking Treaty concluded between England and China, Foo-chow was opened to foreign trade, and from that time on the city grew rapidly on both banks of the Min-kiang.

Population. According to the most reliable estimate, the population of Foo-chow numbers about 624,000 (60,000 families), though the Chinese put it sometimes as high as 800,000; of foreign residents, British and Americans number each about 200, Japanese 200, and Chinese who have become Japanese subjects in Taiwan, 300, French and Portuguese about 20 to 30 each. The foreign population is composed for the most part of the members of the consulates, customs officials, missionaries, school-teachers, and business men.

Climate, Sanitation, etc. The best season extends from November to the middle of January, the weather then being generally clear and the temperature mild. The rainy season is between the middle of January and April, followed by four hot months ending with August, during which the mercury very often rises above 95° Fahr. The winter, which extends from February to the middle of March, is never very cold, the mercury registering about 42°, and, as a rule, there are seldom more than 10 frosty nights. In the native city the sanitary office exists only in name; the streets are inexpressibly filthy owing to the foul water escaping from underground sewers. In summer the lives of hundreds of natives are sacrificed daily through the ravages of bubonic plague and cholera. The Foreign Settlement, though cleanly kept, is not always absolutely free from the risk of these epidemics, because of its native population. There are only three wells in the city that supply wholesome water. Most of the natives depend upon the river water, which is sold by

coolies. Foochow Native Hospital and Dispensary, in charge of a British doctor,—maintained by funds contributed by both foreigners and Chinese; Hakusai I-yin, a Japanese hospital maintained by the Japanese residents of Foochow; Foochow Missionary Hospital (*Sheng-Chiao Yi-yeng*), and several charity hospitals maintained by Christian missions, do their part in combating epidemics.



Foreign Settlement, Foo-chow

Description of Foochow City. The city of Foochow, which lies about 3 m. N. of the Min-kiang, is surrounded by a high wall, 5 m. in circumference. Within the walls there are two hills, *U-sioh-sang* and *Kau-seng-sang*, in the S., and a part of another hill, *Wok-wong-sang*, in the N. The wall is surmounted by numerous towers, one every 100 paces,—each tower containing two old style guns. There are six gates, with stone pillars and iron doors, and also two sluice-gates to provide against the cutting off of the water supply. Of the streets inside the walls *Nang-mwong-Tai-kae* (S. Gate Road) is the busiest, especially in the neighbourhood of *Sai-chu-leu* and *Ku-leu*, where there are many large shops and government offices. Picture and curio dealers are located on *Nang-heu-kae*, which runs parallel to *Nang-mwong-Tai-kae*, and also in the street on which is located the Provincial Government Office. Cane-chairs, baskets, etc. may be purchased on *Ching-leu-mwong-Tai-kae* (Pl. D 3) and on *Sae-mwong-Tai-kae*. These are the busiest streets. The Manchu Bannermen's Quarters, on *Toung-mwong-Tai-kae* (Pl. E 4) and in the neighbourhood of the *Toung-mwong* gate (Pl. E 3), are quiet and desolate, both sections having been devastated by fire during the revolutionary troubles. Outside the S. wall, a long, narrow street extends about 3 m. to the N. bank of the Min River, op-

posite the Foreign Settlement, on the S. side of the river. This long street, flanked by the shops of fishmongers, salt-dealers, etc., is always a scene of business activity.

Foreign Settlement. The foreign concession covers a district called *Nang-tai*, on the right bank of the Min-kiang. Between the Chinese Quarter on the N. bank and the Concession, the river is divided into two channels by an island, which serves as a base for two stone bridges, one extending to the N. bank (Wang-seu-kio Bridge), the other to the S. bank (Kiang-nang-kio Bridge)—thus connecting the native town with the Foreign Settlement. This district consists of two smaller divisions: a low eminence, called *Choung-seng-sang*, and *Hwang-sung-pwo*, along the river bank. On the former are the foreign consulates, churches, hospitals, clubs, residences, etc., which constitute almost an independent community. On the latter, which is at the N. E. foot of *Choung-seng-sang*, are the piers of steamship companies and of the maritime customs; and in it a street known as *Kwang-ing-chang* is lined by commodious stores of foreign traders and native merchants.

Government Offices: Military Governor's Office or *Houk-kiong Hou-kung-sai Nga-mwong* (on Kwong-houh-kae; Pl. D 4); Civil Governor's Office or *Houk-kiong Sung-ang-sai* (on Choung-touk-kae; Pl. C 4); Secretarial Office or *Ching-ou-tiang* (in the Civil Governor's Office); Treasury Office or *Tsai-ching-tiang* (on Hwong-hwa-kwang); Police Headquarters or *King-chak-tiang* (Pl. B 4); District Governor's Office or *Ming-heu Kaing-sü* (on Fu-chieng-kae; Pl. B 3); Bureau of Foreign Affairs (Pl. G 12) or *Ngwi-kau-pwo-Tieh-pai-Kau-sieh-wong-sü* (in Nang-tai-Tong-eu-shiong-tie); Salt Transportation Office (Pl. B 5); Higher Court of Justice (Pl. C 3) or *Koa-ting Sing-pwang-tiang* (in Tou-kie-tie or in former Ang-chak-sai-Nga-mwong); Higher Procurator's Office or *Koa-ting Kieng-chak-tiang* (*ditto.*), Local Court of Justice (Pl. C 4) or *Ti-hwong Sing-pwang-tiang* (on Siok-chang-haung); Local Procurator's Office or *Ti-hwong Kieng-chak-tiang* (*ditto.*); Li-chin Office (Pl. E 11) or *Shiong-kiong Choung-kwok*, on Tüng-chiu, Nang-tai); Navigation Office or *Sung-ching-kwok* (in Ma-mwi); Arsenal Office or *Ki-kei-kwok* (in Hung-sang-kio).

Religion, Education, etc. Religion. Protestant and Roman Catholic Christian missions are quite active, and are potent factors in the religious life of the community. Among the Protestants, the Methodists, English Congregationalists, and several other denominations are represented. There are many churches, with numerous adherents. Mohammedanism is apparently in the last stage of decline, the one remaining mosque being *Ching-ching-sei*, in Ang-tai-kieu, City. Taoism and Buddhism are the prevailing native religions, but the former is declining in influence,

its great temple, *Kau-seng kwang*, being allowed to go to ruin. Buddhism shows more life, owning many large temples: *Üng-chiong-sei* (on Ku-sang), *Sai-siang-sei* (about 2 m. from the W Gate), *Pah-tak-sei* (at the S. E. corner of Ü-sang). *Education.* Always famous in the past as a centre of learning, Foochow still maintains its reputation, and is doing its best to introduce modern systems of education. Among various schools may be mentioned the High School (*Kau-ting Houk-tong*), Normal School (*Su-hwang Houk-tong*; Pl. B 6), Military School (*Lok-kung Sioe-Houk-tong*; Pl. C 4), Middle School (*Sang-lik Tüing Houk-tong*), Law School (*Fah-ching Houk-tong*), Commercial School (*Siong-ngiek Houk-tong*), Women's Normal School (*Nü-chi Su-hwang Houk-tong*), Women's Handicraft School (*Nü-chi Cheik-ngiek Houk-tong*), Technical School (*Kong-i Houk-tong*), all these inside the city walls; Agricultural School (*Nung-in Houk-tong*; Pl. A 3), outside the W. Gate. There are also several elementary schools. The Christian missions also maintain a number of schools, which are generally provided with dormitories; Foochow College (Pl. D 6), Foochow Union Normal School (both in the city); Anglo-Chinese College (Pl. E. 12), Trinity College (Pl. F 12), Fukien Union College, Foochow Union Medical College, Foochow Girls' School, South China Women's College—all in the Settlement.

Newspapers: Ming-sang-poa (daily); Ming-poa (published three times a week; one English daily—the Foochow Daily Echo

Trade. The value of Foochow's trade in 1920 amounted to Hk. Tls. 25,612,000—imports 11,280,000, exports 14,332,000. Tea constitutes the most important item, but, owing to the competition of Ceylon and India tea in foreign markets, the export



Nang-mong-tai kai, the main native street, Foo chow

of Foochow tea is gradually decreasing. Timber and paper come next. Imports, chiefly through Shanghai and Hongkong, consist of cotton sheetings and yarns, kerosene oil, matches, etc. *Commercial Bodies*: Chinese Chamber of Commerce or *Siong-ou-chung-hwoui*, on *Pah-ma-pwo*; *Hwoui-kwang*, or trading associations organized by merchants hailing from the same provinces, *e. g.*, San-sang (or Fuh-kien), Kwangtung, Kiangsi, Kiangsu, Chekiang Anhwei, Hunan, Chihli, etc.; Tea-merchants' Association, called *Cha-pang Kung-so*, on Heu-yung-kae, Nang-tai; Bankers' Association, called Chieng-pang Kung-so, on Tieng-toung-kae, Nang-tai; British Chamber of Commerce (in the Settlement); *Tung-ing Hwoui-kwong*, an association of Chinese who have become naturalized Japanese subjects in Taiwan.

Foreign Business Firms

Name	Kind of business	Location
<i>American Firms</i>		
Brunner, Mond & Co.	Engineering & Agency	Nantai
Standard Oil Co. (<i>Mei-hu</i>)	Kerosene & gasoline	Hwang-sung-pwo, Nang-tai
<i>British Firms</i>		
Asiatic Petroleum Co. (<i>A-sae-a Mwoi-yu-oung</i>)	Do.	Tai-ling-ting, Nang-tai
Bathgate & Co. (<i>Tai-hing</i>)	Tea & tobacco	Hwang-sung-pwo, Nang-tai
Brand & Co. (<i>Hing-eu</i>)	Tea, wines, miscellaneous goods	"
British-American Tobacco Co.		"
Brockett & Co. (<i>Bo-la-kei</i>)	Miscellaneous goods	"
Butterfield & Swire (<i>Tai-koo</i>)	Shipping, sugar & tea	"
Caldbeck, Macgregor & Co.	Wines & spirits	"
China Import Export Lumber Co.	Lumber	"
Dodwell & Co (<i>Tien-cheang</i>)	Tea, coal, flour, lead, cotton	Kwang-ing-chang, Nang-tai
Gibb, Livingston & Co. (<i>Kien-kee</i>)	Tea, cotton-cloth, milk, tobacco, etc.	Hwang-sung-pwo, Nang-tai
Gilman & Co. (<i>Tai-ping</i>)	Tea, lead	Hwang-sung-pwo,
Gittins & Co. (<i>Hing-loong</i>)	Tea, tobacco, wines	"
Greig & Co. (<i>Tuck-hing</i>)	Tea, wines, miscellaneous goods	Tai-ling-ting, Nang-tai
Harrisons, King & Irwin	Agency	"
Jardine, Matheson & Co. (<i>E-wo</i>)	Shipping, tea, sugar, lead, cotton-yarn	Hwang-sung-pwo
<i>Japanese Firms</i>		
Kōkwan-dō (<i>Kwung-kwang-tong</i>)	Patent medicines	Kwang-ing-chang, Nang-tai
Kōryū Yōkō (<i>Kung-loung</i>)	Cotton fabrics, towels, etc.	Hwang-sung-pwo, Nang-tai
Maruichi Yōkō (<i>Wong-eik</i>)	Fishery products, tea, cotton-cloth, etc.	Heu-siong-tie Lei-hwak-ting
Mitsui Bussan Kwaisha (<i>San-tsuang</i>)	Miscellaneous goods	Hai-kwang-ting, Nang-tai
Ōsaka Shōsen Kwaisha (<i>Tai-pwang Kong-si</i>)	Steamer service	Tai-ling-ting, Nang-tai
<i>Portuguese Firms</i>		
Foochow Printing Press (<i>Tien-tai</i>)	Printing	Tai-ling-ting, Nang-tai

Industries. Tea and Timber. The great tea-growing regions of Fuhkien are *Kien-ning* in the N. and *Fuh-ning* in the E.; the leaves produced in *U-i-sang*, Chung-an-hsien, being regarded as the best in quality. Cryptomeria timber of large size was once extensively shipped from Foochow to N. and S. China, but the timber now floated down the Min-kiang is generally of smaller size, owing to reckless felling. **Agriculture.** Although almost all available ground, whether in the valleys or on the mountain sides, is tilled, the yield of rice and other grain is not sufficient to meet the demand of the inhabitants of the province, because the soil is generally poor, and a large quantity of foreign rice is annually imported. As regards fruit and nut culture, Lichee or *lai-chi*, Lung-an or *lung-ngiang* (Chinese nuts), oranges (*keik*), peaches (*toa*), and plums (*haing-mwi*) of excellent quality are extensively raised in the vicinity of Foochow. **Manufactures** are insignificant. Among the few establishments may be mentioned the Foochow Electric Co., three saw-mills, and two ice-plants, the last two located on the left bank of the Min-kiang, below the Wang-seu-kio bridge.

Fishery. *Lieng-ngü* (a kind of perch) caught in the Min-kiang, *Ma-kau-ngü* (a species of mackerel), and *paung* or *pang* (oysters), the latter two found in the neighbouring sea, are the principal fish products. Foochow is especially noted for its method of cooking oysters. The fishery output, however, is not sufficient to meet the local demand, and the shortage is made up by imports of salt fish from North China.

Communications. Neither railway nor modern roads exist. The transportation facilities available for the city are practically confined to steamer service on sea and river, and to junks. The anchorage for large steamers is at *Ma-mwi*, called the Pagoda Anchorage, which is 25 m. above Sharp Peak at the river-mouth, and 9 m. below the piers at Foochow. As mentioned, 1st and 2nd class passengers on sea-going steamers are carried by steam-launches between Foochow and the anchorage, free of charge,—the passage from the anchorage to the Foreign Settlement being made in 1½ hrs. if the tide is favourable; steerage passengers have to hire a sampan or *sung-kiang*, \$1–2 for each boat.

Steamship Lines: (1) Foochow-Hongkong Line, *via* Amoy and Swatow—the service, twice a week, is operated by the Douglas S.S. Co.; (2) Takao-Tientsin Line, calling at Foochow (once in 10 days), operated by the Osaka Shōsen Kaisha (Pl. F 11). The fares and distances from Foochow to the ports reached by the Osaka Shōsen Kaisha are:

<i>to</i>	miles	1st cl.	2nd cl.	<i>to</i>	miles	1st cl.	2nd cl.
Amoy	129	\$18	\$12	Keelung	125	\$18	\$12
Swatow	238	36	24	Shanghai	432	36	24

By the Douglas S.S. Co. the fares are \$25 (1st) to Amoy, \$35 to Swatow, \$55 to Hongkong.



ENVIRONS OF FOO-CHOW



Irregular service is maintained with Hongkong and Shanghai by the China Merchants' S.N. Co. (*Chu-sheung-min-kok*) and by Jardine, Matheson & Co. (*E-wo*); there are also two short coasting lines (weekly service),—one between Foochow and *Hing-hwa* in the S. (100 m.), the other between Foochow and *Sha-ting* in the N. (130 m.), operated by Jardine, Matheson & Co.; Sha-ting is the port of shipment for Foochow tea.

Transportation on the Min-kiang. Starting at the *Wang-seu-kio* bridge (Pl. E 11), two lines of daily steamers are maintained: one with *Ma-mwi*, *Kwang-tau*, and *Chang-to*—towns lower down the river—the other with *Chwi-kau*, about 25 m. upstream, this place being the central timber market of the region. But beyond Chwi-kau only junks of light draught can navigate the river, and the progress upstream is necessarily slow and tedious. However, it is by the aid of this means of transportation that 27 walled towns and a large number of smaller towns and villages on the main stream and its affluents are brought into communication with Foochow. The Min-kiang is the main artery of the N. half of Fuhkien and on it depends the prosperity of Foochow. More than a hundred river craft ply daily between Foochow and other towns on the river.

Overland Transportation. The *Nanling Range* and its numerous offshoots have thus far proved an insuperable obstacle to overland means of communication with the interior, and the highways S. to *Hing-hwa* from Foochow and N. to *Ning-teh* and *Fuh-ning* are utilized only by traders or coolies from sheer necessity. People make use of the sea and river routes, as far as available, and avoid overland travel if possible.

Streets in Foochow. Streets in the city of Foochow are narrow and irregularly paved. They were once so extremely uneven as to preclude the use of wheeled vehicles. This, coupled with the fact that foreign residents mostly live in an elevated portion of the city, obliged all foreigners and natives of position to use their own sedan-chairs as an indispensable means of street conveyance, but in recent years the main streets have been much improved, making them passable for rickshas, and to some extent even for motor cars. On the avenue from Wang-seu-kio bridge to Nang-mwong Gate a motorbus service (10 cents) is run. *Two Stone Bridges.* The settlement and native quarters are connected by means of two stone bridges, one of which, the *Wang-seu-kio* 1,300 ft. long (hence called "Tai-kio"—large), spans the N. channel, the other, *Kiang-nan-kio* (called "Sioe-kio"—small, because it is shorter), spans the S. channel, the river being divided here, as previously stated, into two channels by an island in midstream. These bridges were built in 1297, under the Yüan Dynasty, and have ever since been kept in good repair.

Places of Interest. These comprise three mountains standing respectively at the N., S., and E. corners of the walled city, the hot springs outside the *Toung-mwong* (Hot Spring Gate), *Sae-siang-sei* and *Hung-Sang-kio* outside the *Sae-mwong* (W. Gate), *Tai-mieu-sang* outside the *Nang-mwong* (S. Gate), and suburban places such as *Ku-liang*, *Ku-sang*, *Üng-chiong-sei*, etc. The scenery on the upper course of the Min-kiang is an attraction for boating excursions.

The Three Mountains :—*U-sioh-sang*, *Ü-sang*, and *Wok-wong-sang*. *U-sioh-sang* 烏石山, rising from the S. corner of the Native City (Pl. B 6), may be ascended by following the path that turns left on entering the S. Gate. At the top an open space, called *Ling-hsiao-tai*, is a favourite place for viewing the moon, and on moonlight autumn nights crowds gather there. The mountain is also visited by many people on Sept. 9 (lunar calender) of each year, a festival day throughout China on which day it is believed that if a mountain is not ascended evil spirits will visit the home, and consequently the whole family packs off to the nearest mountain, making the event a sort of picnic. On the top are the temples *Lü-chu-mieu*, *Toa-sang-kwang*, *Mi-toa-sei*, and *Tieng-heu-kung*, which are now in a dilapidated condition. At the S. foot of the hill is the Normal School. *U-sang* 于山 (Pl. D 6) is also called *Kau-seng-sang* ("Nine Genii Mountain") from the local tradition that in the Han Period (206 B.C.—A.D. 25), nine brothers of the *Ho* family were transformed at this place into *Seng*, or Taoist, "immortals." The road to the hill turns to the right on entering the S. Gate. The hill rises from the E. corner of the castle and faces *U-sioh-sang*. The temples at the top are : *Kau-seng-kwang*, *Tai-soü-kauk*, and *Wang-swoui-sing-sei* (commonly called *Pah-tak-sei*), the white pagoda of the last-named temple being celebrated. At the N. foot stands the Mission School of *Kak-tei Chu-yeng*. *Wok-wong-sang* 越王山 is also called *Ping-sang* or "Screen Mountain," as it resembles an open screen in shape. The storied tower called *Teing-hai-leu* 鎮海樓, on the summit, is an imposing edifice both in shape and construction. The tower may be ascended on payment of 10 cents to the guard. At the E. foot is the site of the ancient city of *Ya-sang*, which was the capital of the state of Ming, or Min, under King Wu-chu. On the hilltop is *Siang-hwong-mieu*, a Buddhist temple standing in extensive well-wooded grounds.

Hot springs. There are two hot springs about half a mile outside the *Toung-mwong* Gate (Pl. E 3). There are several bath-houses, but with little accommodation suitable for foreigners. The waters are colourless, transparent, and very hot, and are said to be efficacious in curing skin diseases and for restoring health in general.

Sae-siang-sei 西禪寺, one of the foremost religious seats, about 3 m. S.W. of the walled city, is visited by a large number of people.



Teing-hai-iou — p. 322

In the temple grounds are *lichee* trees, which bear excellent fruit. The temple is noted for its vegetarian cuisine, which attracts many epicures, the food being prepared on request.

Hung-sang-kio 洪山橋, 4 m. W. of the city, and 3 m. up the river from the Foreign Settlement, is, next to Wang-seu-kio, the longest bridge across the Min-kiang. A busy town lies at its N. end, for the place is a well-known port for junk traffic. The place has also gained much in prosperity and importance since a steam-launch service was opened between this port and *Chwi-kan*, about 23 m. farther up the stream. From the bridge there is a very picturesque view of the river and the surrounding mountainous country.

Tai-mieu-sang 大廟山 (Pl. C II), a hillock lying outside the S. Gate, is known both because of the views from it and because of *Wok-wong-mieu*, a temple commemorating King Sing-ti of the State of Ming-wok.

King Sing-ti, or Shên-chih, was a local leader, who in a time of great civil strife, preceding the downfall of the Tang Dynasty, subjugated, in conjunction with his elder brother, *Tieu*, or Chao, the region of Ming-wok or Min-yüeh, now comprising Fuhkien Province and a part of Chekiang, the brothers thus making themselves the actual rulers of Ming-wok. Whereupon the Emperor conferred on Tieu the title of Governor, and on Sing-chi that of Vice-Governor, of Ming-wok. Under the new dynasty of Later Liang, Sing-ti (his brother having died) was created King of Ming-wok (A.D. 907). Many of the dignitaries of the court of the overthrown Tang Dynasty took refuge in the court of Sing-ti, who was a wise and benevolent ruler. He died in 925 at the age of 64.

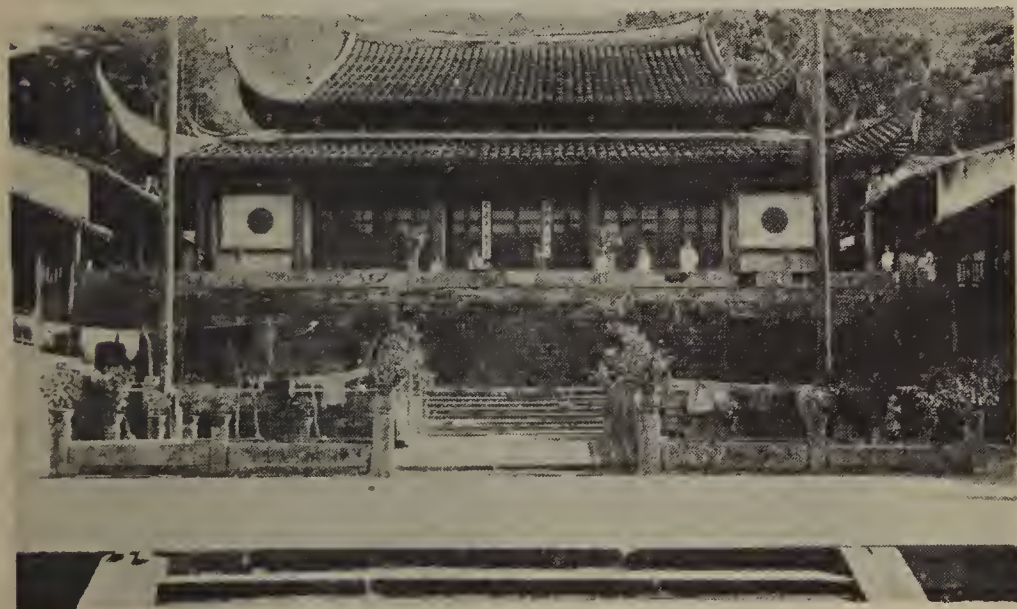
Ku-liang 鼓嶺, or Drum Pass (2,400 ft. above sea-level), 9 m. from the Foreign Settlement, is one of several peaks which rise to the E. of Foochow. It is a summer resort for the residents of

S. China, and every summer the place is visited not only by the foreign residents of Foochow, but by Amoy and Swatow residents. The mountain air is cool and bracing, the maximum temperature never exceeding 83°Fahr. in July, in Aug. 78°, and always 10° lower than Foochow. About a hundred villas, mostly those of missionaries, have been built. The summer visitors number 200 to 250. There are also a church, hospital, school, recreation-ground, swimming-pond, and post-office, in short almost everything necessary to make the residents comfortable. The foot of the hill can be reached by sedan-chair in about 4 hrs. from the Settlement. The ascent, most of the way by a paved path, requires about 1 hr. on foot, 1½ hrs. by chair.

Ku-sang 鼓山 (2,800 ft. above the sea) is the most conspicuous landmark that arrests the eye of a traveller as he ascends the river from the Pagoda Anchorage. The peak, when wrapped in the morning mist, is especially picturesque, and the temple buildings of *Ung-chiong Siang-sei*, high up, amid trees and rocks, further heighten the scenic beauty of the mountain. Through valleys on the mountain sides there run clear, rapid streams. Climbers are numerous, especially in summer.

To climb *Ku-sang*, in order to visit the famous temple, *Ung-chiong-siang-sei*, one may take a land route to the foot, or partially avail oneself of junk service on the *Min-kiang*. The land route leads across the *Wang-seu-kio* bridge, turns right and proceeds E. through well-cultivated fields. The water route starts from the bank near the Customs' pier and descends the river for about 3 m. (the boat for the round trip should be engaged on the preceding day; *charge* for a sampan \$1-1.50, for a house-boat \$3-4). From the landing place on the left bank it is about a 2 m. walk to the foot of the mountain. The river route is shorter by 2 m. Crossing the small stone bridge over a stream at the foot, the way leads under a decorated gateway over which hangs a tablet bearing the inscription 閩山第一, or the "First among the Min-temples," from the brush of the famous scholar Chu Hsi, of the Sung Period. The path, paved with flagstones, is level for a short distance, but from the spot where stands *Pah-hung-Ha-yeng* (formerly the granary of *Ung-chiong-Siang-sei* temple), a steep ascent begins. About halfway up this steep section stands *P'wang-sang-ting*, or "Half-Mountain Arbour," ½ m. farther up is *Yeng-tung-ang*, another arbour, and at each place the climber may refresh himself with a cup of tea served by priests. From the latter arbour on, the path becomes steeper, but soon the end of this section is reached (2 m. from the foot), and for the rest of the way (1 m.) the climb is easier. One soon comes to *K'ang-i-ting*, or the "Clothes-changing Arbour," which is a house where the King Sing-ti, while on his way to the summit, changed the clothes which he had been wearing for a fresh suit. The path on both sides is lined with tall, ancient pines, which resemble

dragons creeping in all shapes and directions. Somewhat farther up there are three small stone pagodas, in which are preserved the relics (robe and bowl) of the famous priest *Wu-i-Ta-shih*. The path leads on, with a deep valley to the right and a clear, sparkling stream to the left, to a decorated gateway, on which is a tablet bearing the inscription 石頭路滑, or the "Smooth Stone-flagged Way," because from here to the Outer Temple Gate, the path is straight and smooth. Inside the gate is a wide space of ground in which are large trees, and a pond, into which fish are placed by worshippers in order to save them from being killed and eaten. Alongside the lake is a house, *Teingsing-ting*, from the upper story of which may be enjoyed a magnificent panorama of the surrounding mountain region.



Ung-chiong siang-sei Temple, Foo-chow

Ung-chiong-siang-sei 湧泉禪寺, or the "Temple of Gushing Springs," is entered by the Inner Gate, N. of the pond. The origin of the temple dates back to A.D. 783, in the Tang Period. Its story is that for a long time there lived in a small, deep mountain lake, on the spot where the temple now stands, a dragon which was the terror of the neighbourhood. In the above-mentioned year there came to live at the spot a priest by the name of *Ling-chiao*, who by chanting the Sutra, *Hwa-ngang-chin*, finally succeeded in driving away the dragon. In memory of this event a temple, *Hwa-ngang-sei* 華嚴寺, was erected alongside of the lake. About 70 years afterwards, when the temple had gone to ruin, King Sing-ti of the Min State filled up the lake and built on the spot a new temple, giving it the title of the "Temple of Gushing Springs of Pah-hung Peak of Ku-sang." Pah-hung is a towering peak, which rises from the end of a ridge along which the path from the plain below leads to the temple, at the foot of the



A vendor of Lichee nuts, Foo-chow

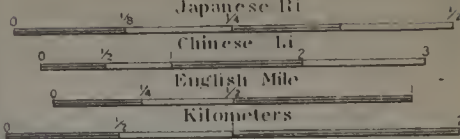
Pah-hung Peak. The buildings have been repeatedly renovated since they were built. The tablet over the gateway, inscribed with the name of the temple, is from the brush of Emperor Kang-hsi and dates back to 1699. The Main Hall, or *Ta-hüing-tieng*, is a grand structure, capable of seating 1,000 persons, and in the centre of the hall is a large gilt image of Buddha. During the daily services, hundreds of priests may be seen sitting around the image and chanting scriptures. Behind the Main Hall is a large building, *Fa-tang*, or Lecture Hall, and on each side is a series of smaller buildings; to the left, the Belfry, the Guest Room (where

visitors are served with tea—*tip*, 50 cents or more), Dining Room, Shrine of the King of Min, *Ka-lan-tieng* (containing numerous images of *Lo-han*, or Buddha's immediate disciples), and to the right, the House of Scripture Printing Blocks, Drum Tower, Law Hall, Mediation (*Dhyana*) Hall, Superior's Room, etc. All these buildings are connected with the Main Hall and with one another by corridors. Behind this group there are the Store House, Priests' quarters, Bath-room, and the quarter where birds and beasts are kept so that their lives will not be sacrificed. In the grandeur of its scope this temple does not belie its reputation as being the foremost temple in the Province of Fukien.

Ling-ngwong-tong 靈源洞 is a ravine called the "West Ravine," 20 ft. deep, surrounded on three sides by walls of rock. On the walls may be read numerous poems inscribed by visitors. Over the ravine is a bridge, near which stands a small hermitage. A story goes that in the 10th century a priest, *Shên-an*, used to sit in the hermitage, chanting scriptures. One day, being annoyed by the sound of the stream running down through the ravine, he

AMOY

Scale 1:40,000
Japanese Ri



REFERENCE NUMBER

- 1 Customs Inspectors Office
- 2 Fukien Ry. Co.
- 3 Chamber of Commerce
- 4 Tai-koo Yang hang (Druggist)

forbade it to flow any more, when lo! the channel dried up, the waters running in the opposite direction, into the Eastern Ravine.

Kwok-shih-ngang 國師巖 is a spot a little below *Ling-ngang-tong*. This was the permanent abode of the priest Shên-an, on whom King Sing-chi conferred the honorary title of *Hsing-kwok-shih*, hence the name. Near by stands a house, commanding a striking view, where visitors may refresh themselves with cups of the tea (*tip*, 20 cents or more).

Hak-chwi-ngang 喝水巖, S.E. of Ling-ngwong-tong, is alongside the Eastern Ravine. Here is a small temple, *Tzu-yün Puyin*, containing an image of Buddha. In the priests' quarter, cups of tea are dispensed to visitors, who may also amuse themselves by drawing fortune-telling slips (*tip*, 10 cents). Note a clever device by which the water from the ravine is utilized for striking a bell.

San-tu-ao 三都澳, about 70 m. N. of Foochow, was opened to foreign trade in 1899. The port is on Santu Island, which is 12 m. in circumference and occupies the centre of the Bay of San-tu-ao. Between its S. side and the mainland is the roadstead, which, being deep and well-sheltered, affords an excellent anchorage. The Foreign Settlement occupies a very convenient position in front of the mooring basin. It contains the Italian Consulate, Custom-House, the offices of Dodwell & Co., Jardine, Matheson & Co., Post and Telegraph Offices. Formerly the tea produced in N. Fuhkien used to be brought here and then conveyed to Foochow, but this transit trade has lately gone over to *Sha-ting*, on the border of Chekiang, the latter being more convenient for shipping. The steamers owned by Jardine, Matheson & Co. now call at Sha-ting instead of at Santu Island. In 1920 the value of trade amounted to Hk. Tls. 2,237,000, a decrease of Hk. Tls. 1,791,000 compared with that of 1915. The value of the junk trade for 1918 was Hk. Tls. 3,200,000. The island of San-tu has a population of about 8,000.

Hing-hwa 興化 is an important town on the coast of Fuhkien, lying S. of Foochow, about 100 m. distant by sea, 80 m. by land. The town faces the bay, which is dotted with innumerable islets. The weekly steamers plying between here and Foochow anchor at San-kiang-kau, about 25 m. from the mouth of the bay. Hing-hwa has no exports worth mentioning; the imports comprise rice, beans, cotton yarn, matches, kerosene oil, etc. Hing-hwa derives considerable prosperity from the earnings sent home by emigrant coolies from abroad, for the place, like Amoy, is noted for the large number of coolies that leave it annually for foreign lands.

Route XX. Amoy* (or A-mun)

Arrival. Immediately upon arrival at Amoy steamers are surrounded by numerous *sampans* or *tsun-a*, for the conveyance of passengers either to the wharf of the British Concession, in the old city of Amoy, or to the wharf in Ko-long-su (or *Ku-lang-hsü*), which is in the International Concession. *Sampan charge*: 40-50 cents *per* passenger (two or three pieces of luggage free), the charge varying slightly with the weather, the distance of the anchorage from the shore, etc. *Porters*: At the wharf are found porters (*sampan* boatmen), who will carry baggage to the hotel at 5 cents *per* piece.

Hotels: King George Hotel (Pl. C 5), on Liong-tau-koe (in Ko-long-su), a few minutes' walk from the wharf, is the only European hotel in Amoy (American plan), \$6-8; Kashiwa-kwan (or Peh-gwan) is a Japanese hotel on Ting-pang-koe; tariff, \$2-5. There are also numerous Chinese inns, called Keh-tiam (or *Ko-chan*), generally acting as emigration agencies, but these afford at best very poor accommodations.

Restaurants: *European Food*, only at the King George Hotel; *Japanese Food*, at Shinonome (in native city), and Hatsune (in Ko-long-su); *Chinese Food*, on Kim-ying-lau (at Toa-tsau-be-lo) and Ban-hiung-lau (on Liau-a-au).

Places of Recreation: Amoy Club (Pl. C 5), and a Lawn Tennis, Cricket, and Golf Club at the racecourse (all on Ko-long-su)—foreign membership; the latter club owns extensive grounds, and both clubs have libraries.

Consulates: American or *Tai-Me-kok Ling-shih Ya-mên* (Pl. B 4), British or *Ta-Yin Ling-shih Ya-mên* (Pl. C 5), French or *Ta-Fah-kok Ling-shih Ya-mên* (Pl. C 6), Belgian, Spanish, Portuguese, Dutch, Norwegian, all in the International Concession on Ko-long-su, and the Japanese Consulate or *Ta-Jeh-pen Ling-sz-kwan* (Pl. C 5).

Custom-House (*Hsia-mên Hai-kwan*), on the Bund in the British Concession.

Banks: *Foreign*:—The Hongkong and Shanghai Banking Corporation or *Hway-hong Goon-hang* (Pl. B 4), Bank of Taiwan (*Tai-wan Goon-hang*, Pl. C 3), and Chartered Bank of India, Australia, and China, are represented by their respective branches in Amoy City; *Native*:—Bank of China (Pl. C 3), Bank of Amoy, Bank of Fuhkien and Shansi Banks or *Shan-si Yin-hang*, known also as *Hwai-tui Piao-chü*, represented by Wei-tai-hou and Hsin-tai-hou.

Post-Offices. *Chinese*:—Yu-ching Tsong-kiok, on the Bund, Amoy City—with branches in the neighbouring cities and towns: Chuan-chow, Chang-chow, Ting-chow, Lung-yen, and Yung-chun, and 137 agencies.

* 廈門 ("Gate of a great mansion")



Amoy Harbour

Telegraph-Offices : Great Northern Telegraph Co. or *Tai-sin-hong* (Danish), in Ko-long-su and in Amoy City,—charge *per* word, 18 cents to Hongkong and Foo-chow, 30 cents to Shanghai, 27 cents to Canton and Macao, 45 cents to Taiwan (Formosa), 36 cents to Tsingtau, Tientsin, Newchwang, (or Yingkou), Peking, etc., 36 cents to Japan ; Administration Française des Postes et Telegraphes or *Ta-Fah-kok Tien-pao Tsong-kok*, in Ko-long-su, operates a cable to Saigon and is regarded as offering the best facilities for messages to the Straits Settlements and the East Indies ; *Tiong-kok Tieng-po-kiok* (Chinese), in Amoy City, handles messages for the interior of China. **Telephone :** Amoy Telephone Co., office on Ko-long-su (Pl. C 5), has installed a modern telephone system.

Money The currency in Amoy consists of silver dollars, smaller silver coins, copper coins, old copper coins with a square hole in the middle, and paper money. Silver dollars are of three kinds : Japanese silver yen (commonly known as *Liong-goon*), Mexican dollars, and Hongkong dollars. These circulate on a par in all ordinary transactions, though there are frequent changes in the quotations at money-changers' shops (*Ching-tiam* or *Chien-chuang*). In Amoy and in the neighbouring inland markets, the silver Japanese yen is in current use. Smaller silver coins are one *kak* (10 cents) and two *kak* (20 cents), issued by the Kwangtung Mint, and half *kak* (5 cents), coined at Hongkong ; those issued by other provincial mints are accepted at a discount. Of copper coins, those issued by Fukien Province have the largest circulation. Old copper cash ($1/10$ of the copper cent), with a square hole in the middle, are extensively used in small

every day transactions. The silver notes issued by the Bank of Taiwan have a large circulation.

Weights and Measures: Linear Measure:—Ping-chioh, about 9 in., is the measure generally used, but at drapers and tailors' shops, another measure, shorter by 2 in., is used. It is customary for traders from other localities to use the measure commonly employed in their respective districts. *Measures of Capacity*: (generally bamboo or wooden tubes) comprise *Ping-tau* (2.35 gallons), *Liang-ping-sheng* (0.474 gallon), *I-ping-sheng* ($\frac{1}{2}$ Liang-ping-sheng), *Pwang-ping-sheng* ($\frac{1}{2}$ I-ping-sheng); *Fu-tau* (2.51 gallons), *Liang-fu-sheng* ($\frac{1}{2}$ fu-tau), *I-fu-sheng* ($\frac{1}{2}$ Liang-fu-sheng), *Pwang-fu-sheng* ($\frac{1}{2}$ I-fu-sheng). *Weights*: English scales are used by merchants engaged in foreign trade, and native scales by Chinese in their ordinary transactions. The latter are of very crude construction, the weights used being pieces of stone or iron. These scales are of three kinds: *Ta-ching* (1 chin = 16 liang = $1\frac{1}{3}$ lbs.), *Ping-ching* (1 chin = 12 liang = 1 lb.), and *Hung-hwa Ta-ching* (1 chin = 18 liang = $1\frac{1}{2}$ lbs.).

Souvenirs. Photographs of interesting sights and scenes in and around Amoy may be obtained at several native photographers (*hip-siong-kuan*) in Ko-long-su. Artificial *tung-tsau*, flowers of exquisite workmanship, enclosed in glass boxes, are sold on Toa-tsau-be-lo, Amoy City, for about \$1 each. *Yu-a*, or grape-fruit (pomelo), of excellent flavour is sold at many places for 10 cents apiece.

*Firms and Shops. Merchants and Commission Agents:—*Tait & Co. (Pl. C6), in Ko-long-su, Petigura & Co. or *Bi-tan*, Jardine, Matheson & Co. or *E-wo*, Mitsui Bussan Kaisha or *San-ching* (Pl. C 3), Standard Oil Co. or *Mee-foo* (Pl. D5),—all in the City. *Druggists:—*Whitfield & Co. or *Choo-lee Tai-yuek-fong*, Mutual Store (general storekeepers), Douglas, Lapraik & Co., Fuhkien Drug Co. (native)—all four in Ko-long-su. Small native shops selling various products of Amoy are found in great numbers on Ting-pang-koe and Sing-chieng-koe, in the City.

Situation and History. Amoy, one of the oldest treaty ports of China, is situated in lat. 24° N., long. 118° E., on the S.E. coast of Fuhkien Province, opposite the Island of Taiwan (Formosa). Amoy consists of two parts, the Native City of Amoy (commonly called Amoy City by foreign residents), located on the Island of Amoy (*Amun-tau*), and the International Concession, known as Ko-long-su (*Ku-lang-hsü*), on the island of the same name. The two islands ($\frac{1}{2}$ m. from each other) are very near the mainland (3 m. off), at the mouth of the river *Liong-koe*. Amoy is thus at the head of an extensive bay, made picturesque by the mountainous shores of the mainland and by the rocky islands, which serve as barriers against the rough seas. The port is 636 m. S. of Shanghai and 293 m. N. of Hongkong. In 1276, the Imperial family of the

Sung Dynasty found their last refuge against the armies of the reigning Yüan Dynasty (Mongolian) in Amoy. During the Ming Period (1368–1662), this region became the headquarters of the pirates who ravaged the coasts for several hundred miles. Later on it was the scene of the intrepid Tang Sing-kong's* military activities for the revival of the overthrown Ming Dynasty. In connection with the Opium War (1841), Amoy was occupied by the British, and with the restoration of peace in the following year, the place was opened to foreign trade by the Treaty of Nanking, and soon became the centre of the tea trade and an important port of Fukkien emigrants (p. 334, Trade). In October, 1908, the Chinese Government welcomed a part of the United States fleet at Amoy, mainly because of its harbour facilities, and entertained the officers and men on a lavish scale.

Climate and Sanitation. Amoy has a warm climate, snow and ice being rare even in February, which is the coldest month of the year. Summer begins in May and ends in October, and, though unbearably hot in the crowded parts of the native city, it is less so at the International Concession on Ko-long-su, where the mercury seldom rises above 90° Fahr. March, April, and May are usually rainy months. November, December, and January are dry and constitute the healthiest season of the year. **Sanitation** is well looked after at Ko-long-su, where sewerage works have been installed. The settlement authorities carefully inspect all food-stuffs for sale, including milk. In the native town, however, conditions are very different—dirty water lies about, and rubbish, piled up in the streets, gives out most offensive odours; cholera and plague often break out. **Hospitals;** Hope and Wilhelmina Hospital, under missionary auspices, in Ko-long-su; Japanese Hospital, maintained by the Japanese community of Amoy. **Drinking Water.** In Ko-long-su, the well-water is generally good but in the Native City the wells supply only brackish water, not fit for drinking. The inhabitants of the Native City get their drinking-water from Ko-long-su, which is brought over twice a day and distributed. A modern waterworks will soon be constructed.

***Tang Sing-kong** 鄧成功 (or *Koxinga*), son of Tang Chie-liang (or *Chêng Chih-lung*) by his Japanese wife, was born at Hirado, Hizen (Japan) in 1624. At the age of fourteen he accompanied his father on his return to China, where for several years he devoted himself to study. He joined his father's army, when in 1645 the latter raised forces in support of the tottering Ming Dynasty against the Chings (the late Manchu Dynasty). *Tang-Wang*, a descendant of the Mings, in whose name the war was carried on, later appointed Tang Sing-kong Commander of the Body-guard, conferring on him the family name of *Koxinga*. After his father's surrender to the Manchus and Tang-Wang's death in the following year, Tang Sing-kong carried on the war in the name of *Yung-ming-Wang*, another Ming Prince, with Amoy as the base of operations. All hope of restoring the Ming Dynasty was, however, lost when Yung-ming Wang was taken prisoner. Thereupon Tang Sing-kong, who still remained loyal to the cause of the Mings, took refuge in Formosa, still hoping for a chance to revive the lost cause. He died at the age of 39 (1662), and in 1683, 21 years after his death, the Koxinga family in Formosa became extinct.

Amoy Island. The Island of Amoy, 35 m. in circumference, contains, besides the city, many large villages surrounded by rice-fields and vegetable gardens. The bay is picturesque with numerous islands, which are surmounted by pagodas and temples. Rising back of the city are hills (the summit 600 ft. high) bare of vegetation and covered with gigantic boulders and quaintly-shaped rocks. At the S.E. corner of the island there is a long stockade, which starts from the N. side of the summit and extends to the beach in the S., and also a coast battery; the former a relic of the defensive works constructed against pirates in olden days, the latter a modern precaution. The city of Amoy, situated W. of the stockade, occupies the most attractive spot on the island, and is divided by a low hill (*Ho-tau-soang*), the W. part constituting the business section, the E. part, popularly known as *A-mun-kang* (or Old Amoy), once the scene of a prosperous junk trade, is now rapidly declining. The Amoy fortress or castle, in the N.E. corner of the city, is within an enclosure, almost circular, in which are government offices, schools, temples, etc. Great Britain and Japan own exclusive concessions on the coast. In the British Concession there are many large commercial houses. Passenger sampans ply between the wharf and Ko-long-su, lying opposite.

Ko-long-su (*Ku-lang-hsü*)—"Drum Wave Island," from a hollow rock in which the incoming tide causes a booming sound, is a little, oval-shaped island (circumference 3 m.), situated about half a mile from the city of Amoy. It was opened as the International Concession in 1903. Buildings in foreign style, consulates of various nations, schools, churches, a hotel, hospitals, and residences, are situated amid luxuriant groves and strangely-shaped rocks. In another part of the town are clean streets on which are the houses of native vendors of fish, vegetables, etc. This island, being free from the heat and dust of Amoy City and the mainland, is an ideal residential quarter for foreigners. Ko-long-su, a unique spot, well deserving its name, the "Paradise of South China," will grow in popularity with tourists and holiday-makers as its attractions become better known.

Population. In June, 1920, the native population of Amoy and Ko-long-su numbered 150,000, the foreign population numbered 120 Japanese and 180 Chinese registered as Japanese subjects in Taiwan (Formosa), besides a small number of British, American, German, French, Spanish, and Dutch residents.

Government Offices: District Governor's Office (Pl. D 3; outside the N. Gate, City), Local Commander's Office (Pl. D 3); Maritime Customs Inspector's Office (Pl. I. C 4); Bureau of Foreign Affairs or *A-mun-kwan Kang-tok-kiam Kau-siek-ying Gemun* (Pl. B 5), the Inspector also acting as the diplomatic agent of the Peking Foreign Office, County Office (Pl. E 5); General Police Office or *A-mun Sung-Kieng Tsong-Kiok* (at Chwi-seng-keng

(Pl. C 4) ; Office of the Magistrate of Su-ming-kuing District, E. of Amoy City, having jurisdiction over the district to which Amoy belongs.

Religion and Education, etc. Foreign Missions :—Protestant churches are located in Amoy City and in Ko-long-su. They maintain hospitals and schools. The Roman Catholics are very strongly represented. *Native Religions.* Taoism and Buddhism are the two religions commonly accepted by the natives. The temples Chwi-seng-keng (on Chwi-seng-keng-Lo-tau, City, Pl. C 4), Gwa-wu-mio (on Seng-chieng-koe, City), and Siang-hong-mio (inside the castle enclosure, Pl. D 3), as well as numerous other temples, Nam-po-to (Pl. F 6), Peh-soang-giam (Pl. F 5), Seng-tuag (Pl. F 4), Ho-koe-giam (Pl. E 4), Peh-loh-tung (Pl. E 4), and Ban-chioh, all in places noted for fine scenery, belong to one or the other of these religions. *Schools* : Tung-Wen College or Tung-bun Chu-yin (near Bang-ko-chioh, outside Amoy City ; Pl. C 4) and the Anglo-Chinese College or *Ying-hwa Chu-ying* (Pl. B 5) are mission colleges, the former under American, the latter under British, auspices ; the Chinese authorities have established several middle and elementary schools. *Newspaper* :—The Amoy Gazette and Shipping Report—an English daily.

Trade. Amoy's trade amounted in 1920 to Hk. Tls. 22,299,000, of which the export only totals Hk. Tls. 3,769,000,—thus showing a large excess of imports. The import trade has grown fast during the last ten years, while the export has remained stationary. The larger part of the commerce of Amoy is in foreign trade. *Principal Imports and Exports.* The principal imports are



Nam-po-to Temple

cotton cloth, cotton yarn, flour, rice, and petroleum from abroad, and bear cakes and beans from North China (New-chwang and Chefoo). Of the articles exported may be mentioned tea, paper, brick, iron pots, and paper umbrellas for the East Indies, leaf-tobacco for Taiwan (Formosa), sugar and fruits for North China.

Past and Present Commerce of Amoy. Since the cession of Formosa to Japan in 1894, Amoy's profits from the exportation of Formosan tea have gradually been diverted to Keelung, a port in North Taiwan (Formosa). In former days the Formosan blends were brought to Amoy, "settled" and warehoused, and exported. The loss of this business and the indifference of local growers to the quality of their product have practically eliminated Amoy as a factor in the tea trade. Amoy has also suffered much from the decline in the export of certain manufactured articles (iron kettles and boilers), because of the competition of articles of foreign manufacture. On the other hand, the astonishing excess of imports over exports is apparently counterbalanced by the large amount of savings sent home by some 2,500,000 Chinese of Amoy and neighbourhood, resident in the Straits Settlements, and by Chinese emigrants in the East Indies,—the silver thus imported amounting altogether to about Tls. 15,000,000–18,000,000 annually.

Trade Organizations. There have long existed among Amoy merchants ten trade associations (*Sip-to-kau*), such as the *Yang-kau* (engaged in trade with Hongkong and the East Indies), *Pah-Kau* (North China trade), *Pit-tau-kau* (silk goods) *Te-kau* (tea), *Chuan-kau* (trade with Taiwan), *Tsoa-kau* (paper), *Yoh-kau* (drugs), etc. The Amoy Chamber of Commerce (*Siong-bu Tsong-hwei*; 3, Pl. C 4) is located on Ting-pang-koe, City.

Fishery and Salt Industry. The fishery districts of Amoy, comprising *Tang-ting*, *Ching-su*, and *Ko-kia*, in Amoy Bay, as well as *Ki-mun*, *Chao-an*, *Tang-soang*, etc., outside the bay, have always been noted for their abundance of fish of various kinds. The hairtail in spring, the little sea-bream in summer (catch about 10,000 piculs), and the sea-bream in autumn and winter (catch from 6,000–7,000 piculs) are the principal kinds of fish in the respective seasons. Large quantities of salted and dried fish are sent to other China ports, to Taiwan (Formosa), Hongkong, and the East Indies, by Ho-hing, Hou-ki, Ching-eik, Hap-li, Tek-hwa, and other wholesale merchants. About 200 fishing boats, consisting of small junks and larger sampans, are owned by fishermen. The salt on sale in Amoy is manufactured at Ki-mun, Le-su, Ta-ching, Sio-ching, Ma-tau, and Tsoa-tsu, in the districts of *Chuan-chow* and *Tung-an*. About 200,000 piculs (13,330 tons) are annually produced, of which Ki-mun and Le-su contribute the largest part.

Agriculture. The barren soil of Amoy Island does not produce crops that are important factors in trade, the fruit and sugar of



Chang-chow and the tobacco of Chang-tai, Yung-ting, and Ping-ho, in the interior, constituting the principal exports from Amoy.

Sugar. Sugar-cane thrives along the coast of Fuhkien Province. The most important district is Chang-chow, where brown and white sugar, and candy are manufactured. In years past the annual export of sugar from Amoy amounted to about 200,000–300,000 piculs, but, owing to the competition of foreign sugar, the output has gradually been reduced, till at present it is less than 75,000 piculs. The canes, planted in February or March, chiefly fertilized with bean-cake from North China, are cut in December and sent to the sugar-mills. The average daily output of a sugar-mill is from 400 to 800 pounds. The sugar produced in this locality is shipped principally to Tientsin, Chefoo, and Newchwang; the leading exporters are Houk-ho-tsung, Ung-ki, and Hong-tai (all Chinese), Mao-kee (Spanish), Bi-tan (British), and Mee-nan (Japanese). *Tobacco.* Like sugar, tobacco is an important product of Southern Fuhkien, the cut-tobacco of *Chang-tai*, in Chang-chow, and the semi-manufactured leaf-tobacco of *Yung-ting*, in Ting-chow, being considered products of superior quality. Exact figures of the quantity of these tobaccos exported annually are not available but it is estimated that their export amounts to about 10,000 piculs, which is sent principally to Taiwan (Formosa), Java, and the Straits Settlements. *Yu-a.* Yu-a, or pomelo (a variety of small grape-fruit) a special product of this part of the country, comprises two kinds, one being white inside, the other slightly pink. The latter is sweeter and more juicy than the former and was at one time a local contribution to the royal court at Peking. Both kinds usually ripen in September, and are exported in October or November, their total annual production being from 600,000 to 1,000,000 pomelos.

Manufactures. Iron Kettles. Almost the sole manufacturing industry of Amoy City is the manufacture of iron kettles and boilers, used in the sugar and camphor industries of Formosa, and the making of catechu from East India betelnuts. But the trade in late years has greatly declined, through competition in foreign markets with similar articles made elsewhere. Of the four well-known manufacturing establishments of Amoy which thrived in the past there now remains but one. *Brick and Stone.* The region along the left bank of the river Liong-koe ("Dragon River") or Sai-koe ("West River"), between Chioh-be (17 m. from Amoy) and Chang-chow, is noted for its manufacture of brick; the product, besides being largely used in the province itself, is exported to Taiwan (Formosa), and the East Indies. The stone quarried in the neighbourhood of Amoy makes excellent material for building purposes and for tombstones.

Communications. Steamship Lines. Amoy has numerous facilities of water communication. The port is a regular place

of call for the steamers of the Osaka Shōsen Kaisha (Japanese ; Pl. C 3), on its Hongkong-Keelung Line (weekly), and its Anping (Ta-kao)-Canton Line (fortnightly), and those of Douglas, Lapraik & Co. (British), on their Hongkong-Foochow Line (twice weekly). Thus Amoy is brought into close touch with Foochow (198 m.) to the N., and with Swatow (132 m.), Hongkong (285 m.), and Canton (375 m.) to the S., as well as with the Formosan port of Tamsui (192 m.), and Anping (145 m.). The fares to these places, by the Osaka Shōsen Kaisha Line, are as follows :—to Swatow, Foochow, Tamsui, or Anping (Takao), 1st, \$18, 2nd, \$12 ; to Hongkong, \$36 and \$24 ; to Canton, \$45 and \$30 ; the fares by the Douglas, Lapraik & Co. Line, are, Hongkong to Swatow \$20, to Amoy \$30, to Foochow, \$55.

Besides the above-mentioned lines, several emigrant steamer-services are maintained ; between Amoy and Manila, by Jardine, Matheson & Co. and the China Navigation Co. (Agents, Butterfield & Swire)—twice monthly, *fares* \$60 (1st), \$40 (2nd) ; between Amoy and Singapore, by *Chong-ki*, or Lim Chin Tsong & Co., *Sip-ki*, or Yeo Awee Awan & Co., and *Hong-ki*, or Khon Lont Gaont & Co. (all British),—monthly ; *fares* \$55 (1st), \$45 (2nd) ; between Amoy and Java, by Kien-gwang-chan & Co. (Dutch)—bi-monthly, *fares* \$80 (1st), \$65 (2nd) ; between Amoy and Singapore, by the last-named firm—*fares* \$50 (1st), \$40 (2nd) ; Kien-gwang-chan & Co. also maintain irregular service between Amoy and Annam, Siam, and Rangoon.

Steam-launch Service. Amoy has always been the centre for the junk trade of the neighbouring coast regions. Of recent years, steam-launch service has been maintained between Amoy and Chuan-chow (68 m.), Tang-oa or *Tung-an* (19 m.), Oa-hai or *An-hai* (37 m.), Lau-go-tiam or *Liu-wu-tien* (13 m.), Ki-mun-tau or *Quemoy* (13 ½ m.), Chioh-bi or *Shi-bee* (13 m.), Chioh-be (17 m.), and other places.

Port. The port of Amoy is protected from rough seas by a double line of natural breakwaters ; first on the outside by a chain of islands from N. to S. : Ki-mun-tau, Le-su, Toa-tang or Tai-tan, Go-su or Wu-hsu, etc., and second by Amoy and Kolong-su Islands. The harbour is spacious and deep enough for the largest modern ships, and is so well protected that as a rule very little discomfort is experienced in landing by means of sampans (*tsun-a*).

Street Conveyances. The streets of Amoy, laid out on hill-sides of various shapes, are steep, narrow, and irregular, and are available only for sedan chairs. For suburban excursions, *lo* or donkeys (*fare*, 20 cents an hour) may be hired ; but even the so-called *Chuanchow* Highway is a mere foot-path, on which even a donkey-ride is not comfortable.

Railway. *Amoy-Changchow Railway.* This railway, which eventually will be 30 m. long and of which about four-fifths is opened to traffic, will, when completed, connect Amoy directly with the populous city of Changchow. It is the first railway to be constructed in Fuhkien Province. The line starts from Seng-soo on the mainland (3 m. across the bay from Amoy—a railway ferry service connecting with trains), and passing through Hai-tsang, Tong-tsin-ting, and Shi-bee, ends at Kiang-ton-chiau (24 m. from Amoy). This is the portion now opened to traffic. At present, Kiang-ton-chiau is connected by railway ferry with Changchow. Two trains are run daily from each terminal, one in the morning, one in the afternoon. The trains have first, second, and third class accommodations—the first and second class fares from Amoy are :—to Seng-soo (by ferry, 20–15 cents, to Hai-tsang, 45–30 cents, to Tong-tsin-ting, 75–50 cents, to Shi-bee, 90–60 cents, to Kiang-ton-chiau, \$1.20–80 cents. This railway, when completed, will very greatly facilitate communication between Chang-chow and Amoy (now junk navigation between the two cities takes from one to two days). At present its construction is at a standstill because of lack of funds.

Places of Interest. In this connection is included singular natural surroundings, consisting of fantastically-shaped rocks of huge size, among which temples and pagodas are located.

Jih-kuny-giam 日光岩 (Pl. B 5) is the highest point on Kolang-su. At the summit is a huge rock with an inscription consisting of the Chinese characters 鼓浪洞天, meaning, perhaps, "Waves beating against the cave reverberate drum-like throughout Heaven." The place is worth visiting because of its splendid view.

Ho-tau-soang 虎頭山 ("Tiger-head Hill;" Pl. D 5) is a hill projecting prominently from the coast of Amoy Island, E. of the Japanese Concession. The summit is capped by a quaint rock, which is thought to resemble a tiger's head, hence the name.

Ho-koe-giam 虎溪岩 (Pl. E 4), or the "Tiger Rock," can be reached by following a mountain path about 2 m. E. of the castle. There are two enormous rocks, constituting a natural gateway which is thought to resemble a tiger's mouth. A temple is built close to these rocks, the priest of which welcomes visitors, who are expected to contribute 10 cents apiece. There is a good view of the port from the temple, and in warm weather one may enjoy the delightful shade afforded by the large trees, together with the cool breezes from the sea.

Peh-loh-tung 白鹿洞, or the "White Deer Cave" (Pl. D 4), S. E. of Ho-koe-giam and separated from it by a hill, is the site of Peh-loh College, established by the celebrated *Chu-Hsi*, (p. 340), who at the same time established a similar institution in

Chang-chow, the seat of the prefectural government. On the spot is a stone deer, to recall the story that there were once white deer here, hence its name, Peh-loh-tung.

Ban-sek-giam 萬石巖 (Pl. E 4) is on the brow of a hill adjoining Ho-koe-giam. On it are innumerable rocks of all sizes and shapes which present unique sights, and a temple with rough stone pillars which is worth seeing.

Nam-po-to 南普陀 (Pl. F 6), the most celebrated temple in Amoy, is situated at the foot of a hill about 3 m. E. of the



Jih-kung giam Rocks—p. 337

a stone harbour, quaintly-shaped rocks, and a rushing stream, is a delightfully restful place for visitors. The priests of the temple gladly welcome visitors, who are treated to refreshing cups of tea (*tip*, 10 cents a person).

A tour of the above-named places may be accomplished in half a day. The visitor with a day to spare may go also to *Kwang-jih-tai* and *Nam-tai-bu-soang*. If three days can be spared, a trip to the city of Chuan-chow will be found most interesting.

castle. The best way to get there from Ko-long-su is to hire a sampan and land E. of Amoy City, the distance thence to Nam-po-to being about 1 mile. When the Atlantic Fleet of the United States visited China in 1908, the Chinese authorities held a reception for their American guests at this place. In front of the gate are a fish pond and four monuments bearing inscriptions (both in the Chinese and Manchu languages) by Emperor Kang-hsi (1662-1722) commemorating the subjugation of local insurgents. The main temple building, which is of exquisite workmanship, contains images of Kwan-Yin and of the Arhans (or Lo-han), the famous immediate disciples of Buddha. The back garden, containing

Kwang-jih-tai 觀日臺, on Mt. Hung-tsai-soang, about 5 m. E. of the castle, is the highest point in Amoy, and from it an early riser may enjoy a grand view of the sunrise. The temple at Yung-ting-giam can be recommended as a good resting-place.

Nam-tai-bu-tah 南太武塔 is a stone tower (about 60 ft. high) on the summit of *Nam-tai-bu-soang*, a mountain (1,700 ft.) rising prominently on the mainland (about 4 m. S. of Ko-long-su). Because of the unique shape and the solid structure of the tower and of the extensive prospect it commands (mountains in Formosa being seen on a clear day), the place is much resorted to by foreign residents. The round trip by sampan between Ko-long-su and the opposite shore, near the mountain, costs \$1.50-2.

Chuan-chow 泉州. The walled city of Chuan-chow is situated about 68 m. N. of Amoy and can be reached in a day by steam launch. The place has been known by its present name since the time of the Tang Dynasty (618-907); but prior to that time the town was known as Zaitun. The prosperous junk trade on the Chin-kiang river, which flows along the western side of the city and empties into Chuanchow Bay, has greatly declined in recent years, due largely to steamship competition. As the city has not yet recovered from the damage done to it by the Taiping Rebels sixty years ago, shops are found only in the central part and in the neighbourhood of the W. Gate of the city, the other parts being mostly in ruins. There may still be seen, however, the old pagoda of *Kai-gwan-si* temple, erected during the Tang Dynasty, and here and there are monuments of excellent workmanship telling of dutiful children and devoted wives. At *Lo-yung*, about 3 m. from the E. Gate, is a famous stone bridge, called *Lo-yung-kio*, built early in the 11th century, which is 3,600 ft. long, 15 ft. wide. The enormous size of its monoliths (of which there are 120), from one abutment to another, is a source of wonder to all visitors.

Chuan-chow is believed to be the "Zaitun" of Marco Polo: "At this city is the haven of Zaitun, frequented by all the ships from India.....and by all the merchants of Manzi, for hither is imported the most astonishing quantity of goods and of precious stones and pearls.....for it is one of the greatest havens in the world for commerce."

Chang-chow 漳州, the official seat of the prefectural governor, is situated on the left bank of the Sai-koe river, about 30 m. inland, W. of Amoy. The two cities, as previously stated, will eventually be connected by railway. Although the Taiping Rebels (p. 236) devastated this city even more than Chuan-chow, its recuperation has been more rapid, because the abundant agricultural products of the surrounding regions have contributed to its prosperity, and Chang-chow to-day is a thriving city. Sugar, tobacco, and fruit (pomelo, or grape-fruit), which are the principal products exported from the port of Amoy, are produced in the neighbouring districts of Chang-chow. The streets in the central part of the city, and near the W. Gate, contain large commercial

houses, and the Sai-koe river, outside the S. Gate, presents scenes of active junk traffic. For beautiful scenery, a trip to a hill at the N. W. corner of the city, and also to another hill called *Ching-gwan-soang*, outside the N. Gate, is recommended. Visitors should not omit going to the great temple of *Nam-shan-si*, on the right bank of the Sai-koe, outside the S. Gate, and to *Kong-tang-kio* or *Kiang-ton-chiau*, a stone bridge spanning the Pak-koe river at a point about 6 m. from the E. Gate. The latter compares favourably with Lo-yung-kio, near Chuan-chow, already described.

The city of Chang-chow is associated with the honoured name of *Chu Hsi*,* the actual founder of scholastic Confucianism as it is known to-day. He was the prefectural governor of Chang-chow in the latter part of the 12th century and established a college for the study of the classics, taking part himself in the teaching.

* *Chu Hsi* 朱熹, also called *Hui-an*, known among scholars as *Chu-tzu* or the "Master Chu" by way of honour, was born at *Wu-yüan* in the province of An-hwei, in the 4th year of Chien-yen (A. D. 1130), under the Southern Sung Dynasty. Being early distinguished by his scholarly attainments, he successfully passed, at the age of eighteen, the public examination for *Chin-shih*. All his interest as a scholar was concentrated on the study of the teachings of Confucius and Mencius, in which he was first taught by *Liu Tzu-yu* and later by *Li-tung* of Yen-ping; but securing the key to the fundamental truths of the classics by the study of writings of the *Cheng* brothers, he finally became the authoritative expounder of Confucianism. In 1178 he was appointed the prefect of *Nan-kang* (near the modern Kiu-kiang, on the Yangtze), where he established public warehouses for storing rice as a protection against famine. He also restored *Pai-lu Shu-yüan* (or *Peh-loh Tsu-ying*), a famous institute of learning, and prepared rules to be followed by the students, which have since become a model for similar rules in other institutions. Later he was promoted to the governorship of Chang-chow (in Fuhkien Province), where one of his first acts was to stop illegal impositions of taxes, which amounted to 7 million *chien* (cash). He introduced many other reforms, all calculated to ease the heavy financial burdens of the people. He also established a college—*Tzu-yan Shu-yüan*—personally taking part in the exposition of Confucianism. He was afterward promoted to be the chief custodian of *Hung-ting-kung*, a palace at Nanking, which was then the seat of government of the Empire. He now enjoyed the privilege of acting as preceptor to the Emperor and of giving advice on important affairs of state. In the last years of his life he fell under the displeasure of the all-powerful minister, *Han To-chau*, and was relieved of his offices. After retirement he still continued teaching, cheerful in spite of the persecutions of the powerful faction at the court. He died in the 3rd month of the 6th year of Ting-yüan (A. D. 1200). After the death of Han To-chau, the leader of the faction opposed to him, Chu Hsi was posthumously honoured by the Emperor with the title of *Wên-kung* (literally, the "Prince of Literature"), and an Imperial rescript was issued to have his spirit-tablet placed in the temple dedicated to Confucius. His writings number more than thirty works, the best known being his commentary on the Four Books (*Ssu-shu*); the Five Classics (*Chu-ching-chuan*), edited and expounded by him; *Hsiao-hsüeh*, an introduction to the first principles of Confucianism, compiled by him; *Tung-chien K'ang-mou*, a voluminous history of China, containing comments by him; *Chin-szu-lu*, an aid to self-culture; etc., etc. His talks, essays, letters, etc. have been brought together by his disciples and make a large collection. He was practically the second founder of Confucianism, which was by him systematised, philosophically explained and defended, and made to live as an ethical force in the midst of the prevailing Buddhism and moral decadence.



Route XXI. Swatow *

Arrival. Steamers calling at Swatow from Hongkong, Foochow, Amoy, or Formosa, anchor at its port, which lies between the S. end of the city and Kak-chioh, the promontory opposite. Here the bay is about a mile wide, affording a tolerably good anchorage. Passengers are conveyed to and from the steamers by sampans (*charge*, 10 cents *per* person), and at the Bund rickshas and coolies are available. The charge for the former from the Bund to the Astor House Hotel (Pl. F 2) in Kia-lat (Foreign Settlement; Pl. D, E, F, G, H 2, 3), is 10 cents, to the station (Pl. E 1) of the railway running to the city of Chao-chow, 20 cents; coolies carry luggage to the hotel, 10 cents *per* piece.



Swatow Harbour

Hotels. *European Hotel*:—The Astor House Hotel or *Shik-i-lau*, in Kia-lat; \$ 7—12.50 (American plan) is the only European hotel. *Japanese Hotels*:—Swatow Hotel (Pl. G 3), and Shikishima Ryokan (both in Kia-lat); \$3–5.

Restaurants: *European*:—Astor House Hotel, Swatow Bodega (on Yuk-shyn-koi, Pl. C 3), Chiung-lin-yuan (on Chi-an-koi), \$1.50–2.50. *Chinese*:—Lo-wei-lo, Lin-chun-yün, Tsöi fong-yün, Ming-ling-yün, etc.

Places of Recreation: Kialat Club (Pl. E 2) in Kia-lat, Swatow Club in Kak-chioh, Hai-kwan Club (Pl. C 3), and Japanese Club (Pl. D E 3); *Theatre*: (Chinese), always well patronized by the natives.

*油頭 (油—*Swa*—a wicker basket for catching fish, 頭—*toro*—the head). Swatow was probably so named from the fact that on its streets are constantly seen pedlers who carry fish baskets on their heads, and lines of coolies conveying fish in similar manner from the fishing boats.

Consulates : British (*Ta-Ying Ling-shih-kun*) in Kak-chioh, American (*Ta-Mei Ling-shih-fu*, Pl. G 2), German (*Ta-Tek-kwok Ling-shih-fu*, Pl. F 2), French (*Ta-Fa-kwok Ling-shih-fu*, Pl. G 3), Norwegian (*No-Wei Ling-shih-fu*, Pl. E 2), and Japanese Consulate (*Ta-Jih-pen-ti-kwo Ling-shih-fu*, Pl. H 3) —all in Kia-lat.

Custom-Houses : Maritime Customs (*Chao Hai-kwan* ; Pl. C 3) and Native Customs (*Chang-kwan*), both on Hai-kwan-Tai-koi, E. end of the town.

Banks : *Foreign* :—Bank of Taiwan or Tai-wan Ngên-hang, agency (Pl. C 3), in Malu ; Hongkong & Shanghai Banking Corporation (Pl. B 4), Mercantile Bank of India, and International Banking Corporation, the latter two represented by Bradley & Co. or *Tek-kee* (Pl. B 4) ; Chartered Bank of India, Australia, & China, Russo-Asiatic Bank, both represented by Alex. Ross & Co. (3, Kia-lat Road) ; *Chinese* :—Bank of China (Pl. B 4), Shansi Bank (*Yin-chuang-Piao-kao*), Kuan-yin-hao. Pawn-brokers (*Tang-pu*), and Ko-pi-kuan handle money sent home by emigrants who are working in foreign countries.

Money. The currency in use at Swatow consists of silver dollars, smaller silver pieces, copper cents, silver-notes, and paper money. Besides these is the *tael*, which exists as a standard of currency, but never as actual money. *Silver Dollars.* These, popularly called *Tai-ngen*, comprise Japanese silver *yen* (commonly known as *Lung-ngên*), Mexican dollars (popularly styled *Ying-yang*), Hongkong dollars, Saigon dollars, Straits Settlements dollars, etc. All these circulate on a *par*, though the Japanese *yen* and the Hongkong and Mexican dollars evidently are favoured by the natives. *Small Silver Coins.* These comprise values of 5 cents, and 10 cents (1 *kak* or 1 *chiao*), 20 cents (2 *kak* or 2 *chiao*), and 50 cents (5 *kak* or 5 *chiao*). The coins mostly in circulation are the 10 cent (1 *kak*) and 20 cent (2 *kak*) pieces issued by the Kwangtung Mint, and the 5 and 50 cent pieces made in Hongkong ; the coins made at the Fuhkien, Hupeh, and Kiangsi mints are less in use, because of counterfeits. *Copper Coins.* Copper 1 cent pieces, issued principally by the Kwangtung Mint, are in universal circulation. There are also old small cash pieces, with a square hole in the middle, worth about 1/10 of the copper cent, used chiefly in the purchase of food. The rate of exchange of copper cents, as against small silver coins or old small cash pieces, varies according to the fluctuations of the market.

Silver-notes. The silver-notes. *Ngên-piu*, issued by the important silver houses of Swatow, and consisting of the 9 denominations of *yün*, 1,000, 500, 100, 50, 30, 25, 10, 5, 1, circulate only in Swatow and in parts of the Tanghai and Chaochow districts. *Paper Money.* This is also called *Ngên-piu* in the market and comprises the *Ngên-yün-piu* of the Kwangtung

Government and the silver-notes of the Bank of Taiwan (*Tai-wan Ngên-hang*) and of the Hongkong & Shanghai Banking Corporation (*Wai-fung Ngêng-hang*). The traveller will find these the safest and most convenient to handle.

Taels. Yin-liang, or the *tael*, a standard existing in name only, is of three kinds: Chi-ping-liang, Hai-kwan-liang (or Hk. Tls.), and Ku-ping-liang (*liang* means *tael*). *Chi-ping-liang* is most commonly used, 700 Chi-ping-liang being equal to \$1,000 (silver) and 100 Chi-ping-liang to 89.84 *Hai-kwan-liang*, or to 91.15 *Ku-ping-liang*.

Weights and Measures. *Linear Measures* include three kinds of units:—*Swatow-chek* (or *chih*), generally used (7/10 in. longer than the English foot); *Pai-tsyn-chek*, cloth or dry goods measure (2.7 in. longer than the English foot); *Muk-chek*, carpenters' measure (7/10 in. shorter than the English foot). *Measures of Capacity* include two kinds of standard units, *Ching-fu-tan* (2.74 gals.) and *Ching-hai-tau* (2.85 gals.). The actual measures of capacity are bamboo tubes (or *tung*) and are of 4 sizes, 1/10, 2/10, 5/10, and 1 *tung*, 20 *tung* being equal to 1 Ching-fu-tau, and 21 *tung* to 1 Ching-hai-tau. *Weights.* Three kinds of units are in use: *Sz-ma-ching*, in general use, its 1 *kên* or chin equalling 1 1/3 lbs. (English); *Ching-san-chêm-ching*, used for weighing bean-oil and bean-cakes, its 1 *kên* equalling 1 2/3 lbs.; *Ching-tung-chêm-ching* used for sugar, its 1 *kên* equalling 1 21/29 lbs.

Post-Office: The Chinese Post Office (Tai-Chung-wa-min-kwok Yau-ching-kuk; Pl. C 3) on Hai-kwan-Tai-koi, its jurisdiction covering Swatow and the neighbouring districts of Kia-yang and Wai-chow. *Telegraph-Office.* The Chinese Telegraph-Office (Chung-wa-min-kwok Tin-pou-kuk; Pl. B 4), on Chee-ang-koi, City, is the only telegraph office in Swatow; from it messages can be sent direct to all the important cities of China. Messages for foreign countries are first sent to Shanghai or Amoy by foreign-owned cables, and thence to destination.

Business Firms. Butterfield & Swire, or *Tai-koo* (Pl. B 4), Bradley & Co., or *Tek-kee* (Pl. B 4), Jardine, Matheson & Co., or *E-wo* (Pl. B 4); all steamship or other agencies; Gallon & Co., or *Mee-lung* (Importers of machinery); British-American Tobacco Co., Brunner, Mond & Co. (Alkali products), Carr-Ramsey (Commission agency), Debeaux (Import & export), Humphreys & Co. (Import & export), Ross & Co. (Import, export, and machinery), Mitsui Bussan (Import & export, Pl. B 3), Standard Oil Co. of New York, or *Mei-foo* (Pl. H 3); *Chinese:*—Shong-yik Kung-sz, Shan-chao-kit Kung-sz (both in steam-launch service), China Merchants' S. N. Co., or *Chin-sheung-kuk* (Pl. B 4), Chao-chow & Swatow Railway Co., or *Chin-san Tit-lo Chong-kung-sz* (Pl. F 2), Swatow Water Works Co. (Pl. B 2), Lee Brothers Co.

(Shipping agency), Swatow Dispensary, or *Wai-ang*, Swatow Kai-ming Electric Light Co. (Pl. B 2). Besides these, the more important brokers are Fuk-lai, Tek-tai-hing, and 7 others (marine products); Wo-shun-lung, Ying-fat, Tek-tai, Yung-tek, Tsy-ttek Hyp-fung, and 4 others (sugar); Tung-fat and 3 others (matches); Chu-wo-wo-ki, Shun-wo, and 2 others (cotton yarn).

Situation and History. Swatow, an important treaty port of South China, in lat. $23^{\circ}20'N.$, long. $116^{\circ}39' E.$, situated 123 m. S. of Amoy and 170 m. N. of Hongkong, is built on silt deposits of the Han-kiang river, which flows through the N. E. portion of Kwangtung Province. It is in nearly the same latitude as Anping in Formosa and Calcutta in India. Swatow was opened to foreign trade in 1858, by the Treaty of Tientsin. At first the early settlers engaged in the opium traffic, making their base of operations on *Nam-aa-tau*, an island off the port of Swatow. Soon afterward, the foreign traders who settled at *Ma-su*, also called Double Island, at the mouth of the port, who made a business of carrying coolies to distant places, began kidnapping the natives, and so many Chinese were kidnapped to be sold into what was practically slavery, that the hatred of foreigners became intense. For several years no foreigner dared enter the city gates. This hatred, however, was later dispelled. In 1861, the English for the first time established a consulate in Kak-chio, a promontory opposite the native town of Swatow, the anchorage for steamers lying between these places, and Bradley & Co. (*Tek-kee*), Butterfield & Swire (*Tai-koo*), Lauts & Haesloop (*Yung-Hing*), and other European firms came in, and, adopting a conciliatory attitude, the goodwill of the natives was gradually won, so that to-day the foreign inhabitants of the place are on very friendly terms with the natives, their offices and private residences being found side by side with the native houses.

Climate and Hygiene. Swatow, lying slightly S. of the Tropic of Cancer, has a sub-tropical climate, the temperature fluctuating between 50° and 95° Fahr. The best months of the year are October, November, and December, when the weather is dry and cool. February is cold, and March, April, and May, the rainy season, are comparatively cool. The hottest months are July and August. Between the latter part of August and the beginning of October, the weather is generally windy, this being the typhoon season. Swatow has a Health Board (*Shan-tau Kau-ngon King-chat Sz-mou-so*), whose duty it is to keep the streets and houses clean of garbage and filth, and to look after cases during epidemics. The place, however, is not entirely free from bubonic plague and cholera in summer. **Hospitals:** Kak-chioh Hospital (at Kak-chioh) and Fuh-yin-Ping-yun (Pl. D 3), a leper hospital (in Kia-lat), both under foreign management. **Drinking-water.** In the past Swatow suffered from the lack of good drinking-water. The supply came either from a spring in Kak-

chiah, on the opposite shore, or from the upper course of the Han-kiang, and the people had to pay \$1 for every 30 piculs (40 lbs.) of such water consumed, but a modern water system was installed in 1914, with a reservoir alongside the Han-kiang, 8 miles above Swatow, protected by strong dikes from the river's overflow. The system includes 4 precipitation tanks, each holding 1,200,000 gallons of water, and 4 filtering tanks, each holding 200,000 gallons.

Population. The population of Swatow is estimated at from 50,000 to 60,000. Most of the inhabitants are merchants and farmers, with a small admixture of fishermen and coolies. In addition, there are several hundred foreigners (Japanese, English, German, American, French, and Portuguese).

General Description. Due to the fact that the prosperity of Swatow is mainly owing to its water communication, the town is spread out along the shore in a fan-like shape, narrowing to a point on the landward side, a development occasioned by the desire to locate as close as possible to the shipping points. The town, with its port, faces S.W., the Han-kiang flowing along its N. section. Among the prominent buildings are the large warehouses belonging to the firms of Butterfield & Swire (*Tai-koo*) and Jardine, Matheson & Co. (*E-wo*), at the S. end of the town. Here coolies are always busy transferring cargo, and also in the W. end of the town, where many large shops of native brokers are located. Between these W. and S. shipping centres are many



Han woon Kung tsz Shrine, Chao chow—P. 351

business streets extending from E. to W., like the ribs of a fan : Tek-ang-koi, Chee-ang-koi, Teng-pang-koi, Yang-hing-koi, Yang-tai-koi, Yang-wo-koi, Sheng-pang-koi, and others, all flanked by well-stocked shops. The Swatow station of the Chaochow-Swatow Railway is situated on the far side of the Han-kiang, N. E. of the town. The railway, by bringing the thriving city of Chao-chow into close touch with Swatow, has done much to help the growing prosperity of the latter.

Foreign Settlement. There is no exclusive settlement in Swatow, and the foreign offices, stores, and residences are generally found side by side with Chinese houses. But the majority of foreign firms are located on the E. side of the town and in Kia-lat, farther E. along the coast. In the former are situated warehouses owned by the China Merchants' S. N. Co., and the Customs' Inspection Shed, Chinese Post-Office, Custom-House (Maritime Customs), and Bank of Taiwan. In Kia-lat there are many foreign residences and public offices, also consulates, the Astor House Hotel, as well as churches, schools, and clubs. It is a quiet suburb, free from the bustle and noise of the native town.

Government Offices:—District Governor's Office (Pl. B 2), Local Commander's Office (Pl. C 2), Customs Inspector's Office and Bureau of Foreign Affairs (Pl. G 3), the Inspector acting as the diplomatic agent of the Peking Government, District and Local Courts of Justice (Pl. D 3), General Police Office (Pl. G 3).

Religion, Education, etc. Naturally, Taoism and Buddhism have the largest number of adherents. *Temples:*—Tai-fung Tsou su-kung, Yün-tin Shong-ti-kung, Kuan-yin Nöng-kung (Pl. C 3, all on Ma-lo street), Tin-Hau-kung (on Sheng-pang-koi, Pl. C 3), and Fuk-tek-ye-kung (in front of the Tao-tai Yamen). Roman Catholic (Pl. E 2) and Protestant missions have churches, hospitals, and schools in Kia-lat. *Education:*—Swatow has a few modern schools ; the Commercial School, or *Shan-tau Shong-ye Hok-hau* (Pl. D 2), and Middle School, maintained by the Chinese authorities, and Anglo-Chinese College (Pl. H 2), under missionary auspices. These are of middle grade. Little has yet been done in the matter of elementary education. *Newspapers:* Tai-tung-pou, Han-chao Sên-pou, Kung-yu-pou, and Kwêt-pou.

Fishery and Agriculture. The sea in the neighbourhood of Swatow abounds in fish, and the majority of the coastal population live by fishing. The fish most common are sea-bream, perch-sea-wolf, tunny, flying fish, white-bait, sole, mackerel, shark, and shell-fish : prawn, ear-shell, crab, etc. The greater part of the fish caught is either dried or salted and exported to Hongkong and other South China towns, the export amounting annually to about 50,000 piculs. *Agriculture.* The low, fertile plains along the

railway between Swatow and Chao-chow grow rice, other grains, and sugar-cane, besides producing oranges, bananas, and water-melons of the finest quality. The farmers raise oxen, buffaloes, sheep, pigs, chickens, geese, ducks, etc.

Commerce. While the region having Swatow for its distributing centre is not large, comprising only the E. portion of Kwangtung Province, the S. W. part of Fuhkien, and the S. part of Kiangsi, the trade of Swatow is comparatively large, sometimes exceeding that of Amoy, and it is peculiar in its large excess of imports over exports. The natives constitute an unusually large purchasing element owing to the rich products of the region, as well as to the large amount of savings annually sent home by emigrant labourers in the Straits Settlements and the East Indies. Every year about 100,000 coolies leave this section, and about 50,000 return. *Amount of Trade.* According to the customs returns for 1920, the trade of Swatow amounted to Tls. 63,853,000, of which 58 % accrued through the coasting trade, and 42 % through foreign trade. *Items of Export and Import:* Exports,—sugar, tea, fruit, indigo-dyed cotton cloth (Swatow and neighbouring districts), tobacco, and bamboo-paper (produced in the southern section of Fuhkien); Imports,—cotton yarn, coal, matches (from Japan), cotton cloth (from England and Italy), kerosene oil and flour (from America). The total value of each of these items exceeds Tls. 100,000, except the sugar export and the import of cotton yarn which are each valued at more than Tls. 1,000,000. Swatow is noted for its local products, grass cloth, pewter ware, drawn work and fans. *Business Organizations:*—Swatow Chamber of Commerce (*Shong-mou Tsung-ui*, Pl. B 2); associations of merchants coming from the same place—*Chang-chao Ui-kun*, *Sing Ui-kun*, *Kwang-chiu Ui-kun*, etc.

Communications. Swatow has steamship communication with Hongkong, Canton, the Straits Settlements, and the East Indies on the S., and with Amoy, Foochow, Tamsui, and Anping (the latter two in Formosa) on the N. and E. It is also in railway communication with Chao-chow, an important local centre of trade, and by means of junks has communication with interior points on the Han-kiang. The streets are narrow and uneven, unfit even for ricksha traffic, with the exception of a broad, macadamized road along the coast and a road between the town and the railway station.

Steamship Service. All ocean-going steamers which regularly call at Swatow belong either to the Osaka Shōsen Kaisha (Japanese), or to the Douglas Steamship Co. (English). The former, whose agent at Swatow is Bradley & Co. (or *Tek-kec*), operates a Hongkong-Keelung service (weekly) and a Canton-Takao service (fortnightly), both calling also at Amoy. The Douglas Co. (agent, Jardine, Matheson & Co., or *E-wo*) operates a Hongkong-

Foochow service (twice weekly), the steamer calling at Swatow each way, entering the port in the morning and leaving in the afternoon. The following table gives the distance and fares of the Osaka Shōsen Kaisha; (the Douglas, Lapraik & Co.'s fares: Hongkong to Swatow \$ 20, to Amoy \$ 30, to Foochow \$ 55).

Swatow to or from	Miles	Fares		Swatow to or from	Miles	Fares	
		1st	2nd			1st	2nd
Hongkong	176	\$ 18	\$ 12	Canton	259	\$ 27	\$ 18
Amoy	132	18	12	Tamsui	315	36	24
Foochow	303	36	24	Anping	265	36	24

Note. The steamers between Swatow, the East Indies, and the Straits Settlements belong to Chinese, English, and Norwegian firms, whose principal business is the conveyance of emigrant coolies; no provision is made for the convenience of ordinary passengers.

Port. The port or anchorage, between the S. end of the city and the opposite projecting coast, Kak-chioh, has a width of 1 m., and is 20-40 ft. deep at high tide. The transportation agencies, Butterfield & Swire, Jardine, Matheson & Co., and the China Merchants' S.N. Co., own wharfs and warehouses. At the entrance to the harbour are two islands (Double Island and Sugar Loaf Island), that reduce the waterway to a narrow and somewhat dangerous channel. The passage is especially dangerous during a thick fog or at night. Outside of these islands the sea is in the nature of a large bay, but the water is too shallow for the anchorage of large ships, and because Swatow is opposite the lower mouth of the Formosan Channel, typhoons drawing through this channel often damage the port and its shipping when these terrible storms, almost every year, sweep across the Southern China coast.

Railway. The Chaochow-Swatow Railway, or *Chiu-san Tit-lo*, is a broad gauge line $26\frac{1}{2}$ m. long, connecting the important inland city of Chao-chow with Swatow. It was opened to traffic in 1906. There are run daily three trains each way between Swatow and Yee-kai, a station 2 m. up the river from Chao-chow (the line was extended to this place to facilitate the transportation of goods between the railway and the junks). The distance is covered in 1 hour. The following are the stations and their respective distances from Swatow:—

From Swatow to	Miles	Fares		From Swatow to	Miles	Fares	
		1st	2nd			1st	2nd
Am-pou	6.3	\$ 0.45	\$ 0.30	Fow-yong	17.4	1.05	0.65
E-Bue	9.3	0.65	0.40	Fong-kai	22.3	1.40	0.85
Chai-tong-chi	11.0	0.80	0.50	Chao-chow	24.5	1.60	1.00
Kuah-tsa	14.2	0.95	0.60	Yee-kai	26.5	1.70	1.05

The railway has benefitted not only Swatow and Chao-chow, but also other towns en route. Some of these are important : *Am-pou*, a rich town of 150,000 inhabitants, among whom are the heads of many wealthy firms with business offices in Swatow ; *Chai-tong-chi*, the town next in importance, is famed for its oranges and water-melons ; *Kuah-tsa* is well known for its indigo ; *Fong-kai* is noted for its porcelain ; *Yee-kai* as a port for junks which distribute the products of Fuhkien and Kiangsi Provinces.



Kwong-tsai-kio Bridge, Chao chow—P. 352

The Han-kiang 韓江 is a valuable waterway about 250 m. long, having its source at *Ting-chow* in the neighbouring province of Fuhkien and emptying into the sea at Swatow. The river, together with its numerous tributaries, is for the most part navigable by junks, and serves as the most important route of communication with the N.E. parts of the province of Kwangtung, being connected directly or indirectly with most of the larger towns in those regions. *The junk trade* on the river Han, or Han-kiang, is carried on within two sections. The first section comprises all the river course between Swatow and Shek-ha-pa (also called *Shih-chi-chiao*), on the frontier of Kwangtung (about 135 m.), the second section is that between Fung-chi and Ting-chow (about 112 m.), in Fuhkien Province ; for about 3 m. between the two sections the river is not navigable. Within the first or lower section the river has a large volume of water, and here are run big junks of 12 to 30 tons, carrying both passengers and merchandise. Between Swatow and Chao-chow (30 m.), the current is full and slow, so that voyages each way are made in the same length of time, about 10 hours. Between Chao-chow and

Shih-chi-chiao or Shek-ha-pa (105 m.), the stream is more rapid, and the up voyage requires as a rule 7 days, the down voyage, 3 days. The second section is navigable only for small, light craft. *Commodities carried on junks.* These junks on the up voyage carry salt, dried fish, kerosene oil, and other articles, and return laden with the famous bamboo paper of Fuhkien Province, as well as with tea and wood oil, the special products of Southern Kiangsi Province. Wood oil, the trade name of an oil pressed or extracted from the *tung* nut of the paulownia tree, possessing superior waterproofing qualities, is used in the manufacture of varnish.

Neighbouring Coasting Trade. Between Swatow and neighbouring coast-towns a large traffic is carried on by means of small steamers, as the following table will show :—

Names of S.S. Companies	Swatow to or from	Number of trips daily each way	Places of call en route	Fares	
				Ordinary	Special
Shan-tau Wai-chao	Sha-mui	1	Kap-tsz, Shen-tsiin, Kit-shak.	\$ 1.20	\$ 2.40
Hong-ye Kung-sz	Ung-kung	1	—	0.20	0.40
„	Tat-hou	3	—	80 wên*	170 wên*
Shong-yik Kung-sz	Kit-yang	2	—	0.10	0.20
Shan-tau Kim-han	Sha-mui	1	—	1.20	2.40
Luu-shun Kung-sz	Ung-kung	1	—	0.20	0.40
Shan-chao-kit Lun-shun Kung-sz	Kit-yang	2	Kai-pou Pau-tai, Kuk-kai	0.10	0.20
„	Chao-yang	7	—	80 wên*	160 wên*

* *The wên*, an old copper cash worth 1/10 of the copper cent.

Places of Interest. *Neighbourhood of Swatow.* *Tsung-lung-shan* 葱隴山 (1/2 m. E. of Swatow, Pl. H 2), a low hill on the coast, is noted for its beautiful scenery, particularly in spring. *Ma-su* 碼嶼, or the Double Island, one of the two islands at the mouth of the port of Swatow, is a summer resort; steam-launches run constantly between the island and the town during the months of July and September (*fare*, \$ 1, round trip). *Kak-chioh-shan* 角石山, a hill (600 ft. above sea-level) at Kak-chioh, opposite Swatow, is of a lava and granite formation, and is covered with a luxuriant timber growth. At its base, facing the sea, are the houses of foreign residents. From its summit a panoramic view of the surrounding country may be obtained. *Sampan fare*, from the Customs Wharf to Kak-chioh — 60 cents a half day, \$ 1 a day.

Chao-chow 潮州, a well-known walled city on the right bank of the Han River, 24 1/2 m. by rail, 30 m. by junk from Swatow,

is a prosperous centre of commerce, with about 400,000 inhabitants, and is considered to be next in importance to Canton, the capital of Kwangtung Province. It is the seat of local administration. Along the riverside are innumerable junks, which bear testimony to the business of the place. The railway station is a half mile from the W. Gate.

Han-shan 韓山, a low hill some 300 ft. in height, $\frac{1}{2}$ m. beyond the Kwong-tsai-kio bridge, was so named for a famous scholar, *Han Tai-chih**, of the Tang Dynasty, who was appointed the governor of this locality (A.D. 819). At the summit are three peaks, which together are thought to resemble an ordinary desk pen-stand; hence the hill is also called *Pit-ka-shan*, or the "Pen-stand Hill." Han Tai-chih was fond of visiting the hill, and there is a shrine (*Han-woon Kung-tsz*) where this famous literateur is commemorated and worshipped, the festival taking place in spring and autumn. Reprints of this scholar's autograph writing, *Pai-ying-wu-pei* (an essay on a cockatoo), which formerly adorned the inner wall of the shrine and is now preserved at the Normal School, next door to the shrine, may be purchased for 60 or 70 cents in the city.

Hou-lou-shan 葫蘆山, or *Sai-woo-soang*, is a hillock 1 m. N.E. of Chao-chow; at its E. base is Lake Sai-woo, famous for its lotus flowers in summer. On the hillside facing the lake are several beautiful temples, surrounded by large trees, which make

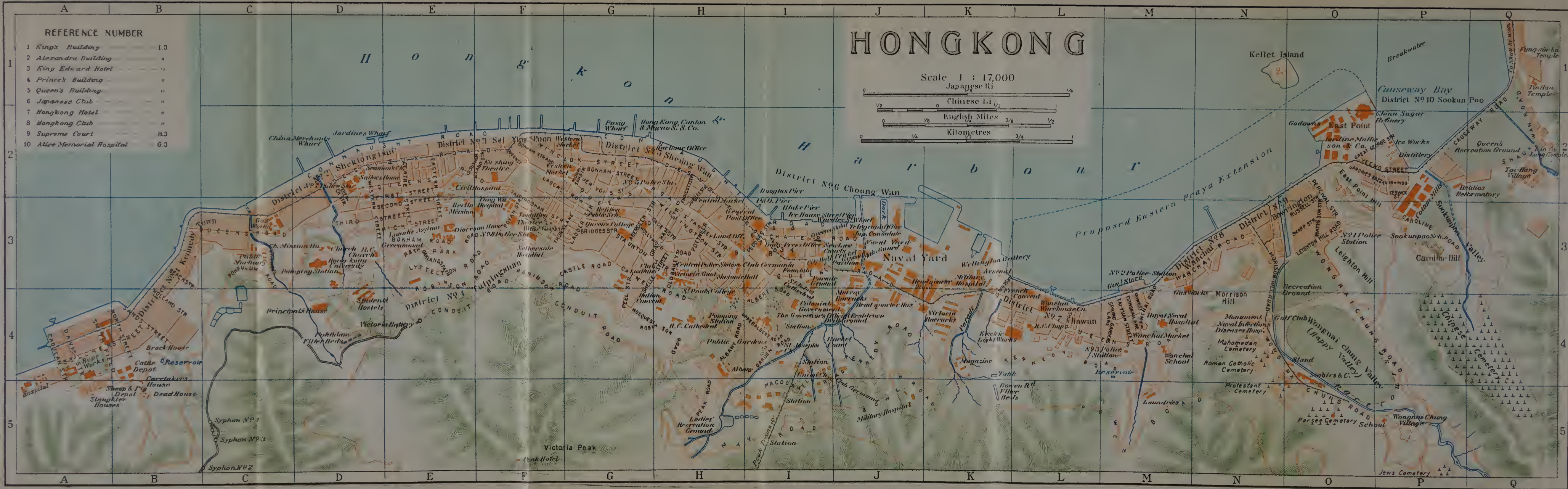
* *Han Tai-chih* was born in A.D. 768 and was early known for his wide learning and strong character. After successfully passing the civil service examination, he was appointed to various important offices in the capital, but because of his fearless outspokenness he was several times degraded to local minor posts. In 819, from Vice-Minister of Justice he was degraded to the post of local governor (*tsu-chih*) of Chao-chow, at that time considered an extreme S. frontier and a barbarous region, for the reason that when the Emperor made elaborate plans to receive a bone of Buddha at the court and the Confucianists of that time scented great danger to Chinese civilization in such a course, Han Tai-chih wrote a scathing memorial against the proposed action, which resulted practically in his banishment. At Chao-chow he established schools and taught the people the ways of civilized life and gave such a stimulus to education that the residents were renowned for their learning centuries afterward. While at Chao-chow, according to local tradition, the rivers being infested by crocodiles which kept the people in a state of terror and which devoured their domestic animals, Han Tai-chih was besought to rid the country of these pests—a task he undertook in the prescribed classic Chinese custom. He wrote an ultimatum to the crocodiles and threw it into the river, together with a pig and a goat, with the result that all the reptiles disappeared, and none has ever since been seen in these waters. To this day the ultimatum remains a model of literary style. In the neighbourhood are shrines commemorating this exploit, and besides being the patron saint of Chao-chow, Han Tai-chih is honoured in all parts of China as a national hero—China's prototype of St. Patrick. He was afterward transferred to Kiangsi Province as the local governor of Yüan-chow, but was later recalled to the court and in 821 restored to his former rank. After his death (at the age of 57), he was honoured with the posthumous rank of a minister and the title of Prince *Wên* (or "Literature"). To this day his writings rank among the highest models of Chinese prose.

the place an interesting one for a visit. From the top of the hill one may enjoy a wide view which includes the city and the river with its many junks.

Kwong-tsai-kio 廣濟橋, popularly known as *Siong-tsz-kio* (formerly called *Tsai-chün-kio*), is a bridge 1,909 ft. long, spanning the Han River in front of the E. Gate. The bridge was built during the Sung Dynasty (A.D. 960-1127) and consists of a stone section extending 1,013 ft. from the E. bank, and another of 578 ft. from the W. bank, with a pontoon section about 318 ft. long between them, the latter being made by chaining together 18 large vessels, which also serves as a wharf for passenger and cargo junks. The portion of the bridge near the E. bank is overhung with the shady boughs of old banyan-trees, underneath which are many stalls where miscellaneous articles are sold.



Ku-koi-tao Pagoda on the Han-kiang River



Route XXII. Hongkong*

Including Kow-loon† and Macao

Arrival. Hongkong is the most important outpost of Great Britain in China. It is the southern gateway to China, and holds the key to ocean communication between Europe and the Far East. It is also the S. terminus of the steamship lines running between China, Japan, and North America. Ocean liners entering the harbour moor at their own pier, the pier of the Kowloon Warehouse Co., or at the anchorage not far from the Bund. In the latter case, passengers and baggage are landed by means of sampans. Blake Pier, Connaught Rd., foot of Pedder Street, is the principal landing stage in the City of Victoria. At the Bund there are several means of conveyance. Steamers from Macao and Canton also moor at the piers of their respective companies. Passengers by rail from Canton arrive at the Kowloon Station, whence a ferry steamer transfers them to Hongkong. Hongkong Harbour, one of the best in the world, is generally free from rough seas.

Means of Conveyance. Besides the electric tram and cable cars (p. 372), motor cars and rickshas are available in the level part of the city, but in the hill districts chairs are the only means of conveyance. *Motor car charge:* \$5-8 an hour according to the accommodation. *Rickshas:* 10 cents for a short trip, 30 cents an hour. *Chairs:* 40 cents an hour.

Hotels:—Hongkong Hotel (*Hongkong Hak-tim Kung-sze*; 7, Pl. I 3), the largest and best patronized hotel in the Colony, occupies a commanding position on Des Voeux Road. Its west front and main entrance is on Pedder Street, the Hotel Mansions is run in connection with the Hongkong Hotel; King Edward Hotel (*Ying-wong Tsau-tim*; 3, Pl. I 3), situated at the corner of Ice House Street and Des Voeux Road, near the Kowloon ferry wharf; Astor House Hotel (*Astor Chio-tim*), located on Queen's Road Central, close to the banks and the shopping district; Peak Hotel, on the Peak (Pl. F 5; 1,300 ft. above sea-level) is near the terminus of the cable line; these four are considered first class. Besides these there are many second-class hotels situated near the shopping district, and at Kow-loon, across the harbour, among which may be mentioned: Carlton Hotel (a well appointed family hotel) on Ice House Street; Kingsclere Hotel, on Kennedy Rd.; Wyndham Hotel (Wyndham Street); the Palace Hotel (corner of Hankow and Haiphong Roads, Kowloon), etc. Tariff, American plan, 1st class hotels, \$8 and upward; 2nd class hotels, \$5 and upward. *Japanese Hotels:* Tokyo Hotel, Matsubara Ryokan, Chiyoda Hotel, and Hinode Ryokan, all on Connaught Rd.,—tariff, the first two \$5 and upward, the others \$4 and upward. On the opposite or S. side of the Island a hotel on Repulse Bay, the Repulse Bay Hotel, opened in 1920, under the management of the Hongkong Hotel Co., has become the most popular hotel of the district. It is reached by frequent and regular motor car service from the city over an excellent road (11 ½ m.). Not far from the hotel is one of the links of the Royal Hongkong Golf Club.

* 香港 ("Fragrant Port") † 九龍 ("Nine Dragons")

Consulates. (*Ling-sz-kun*): American (*Tai-Mei-kwok*), on Ice House Street; Belgian (*Tai-Peh-kwok*), in Alexandra Building (2, Pl. I 3), Des Voeux Road; Bolivian, in York Building; Brazilian (*Tai-Pa-sai-kwok*), on Chater Road; Chilian, on Cameron Road, Kow-loon; Danish (*Tan-mak*), in York Building; Ecuador, in York Building; Dutch (*Tai-Wo-kwok*), in Prince's Building (4, Pl. I 3), Chater Road; French (*Tai-Fat-kwok*; Pl. H 5) on Peak Road; German (*Tai-Tak-kwok*), 1-2, College Gardens, Upper Albert Rd.; Guatemalan, on Des Voeux Road; Italian (*Tai-I-Tai-li*), in Alexandra Building (2, Pl. I 2); Japanese (*Yat-pun*), on Chater Road; Mexican (*Mak-sai-ko-kwok*), on Caine Road; Nicaraguan, in Alexandra Building (2, Pl. I 3); Norwegian (*Na-Wi-kwok*), in Queen's Building (5, Pl. I 3); Peruvian, in Alexandra Building (2, Pl. I 3); Portuguese (*Tai-sai-yeung-kwok*), in Victoria Building, Queen's Road; Siamese (*Chim-lo*), on Queen's Road; Spanish (*Tai-Yat-si-pa-ni-a*), in Alexandra Building (2, Pl. I 3), Des Voeux Road; Swedish (*Sui-kwok*), in Powell's Building, Des Voeux Road.

Tourist Agency: Thomas Cook & Son (in Hongkong Hotel). This well-known agency supplies travel information, sells steamer and railway tickets, exchanges money, etc.

Chinese Public Offices: Chinese Maritime Customs (Head-quarters) in York Building (Pl. I 3), with custom-houses in the six frontier towns—*Tai-shan*, *Ling-kai*, *Shum-shun*, *Sha-tau-kok*, *Sha-yü-yung*, *San-mun*; the Chinese Telegraph Administration Office (Pl. J 3), on Connaught Rd., with a Telegraph-Office in



Distant View of Kowloon from Victoria City

the Kowloon Station Compound, where messages between Hongkong and China Inland are handled.

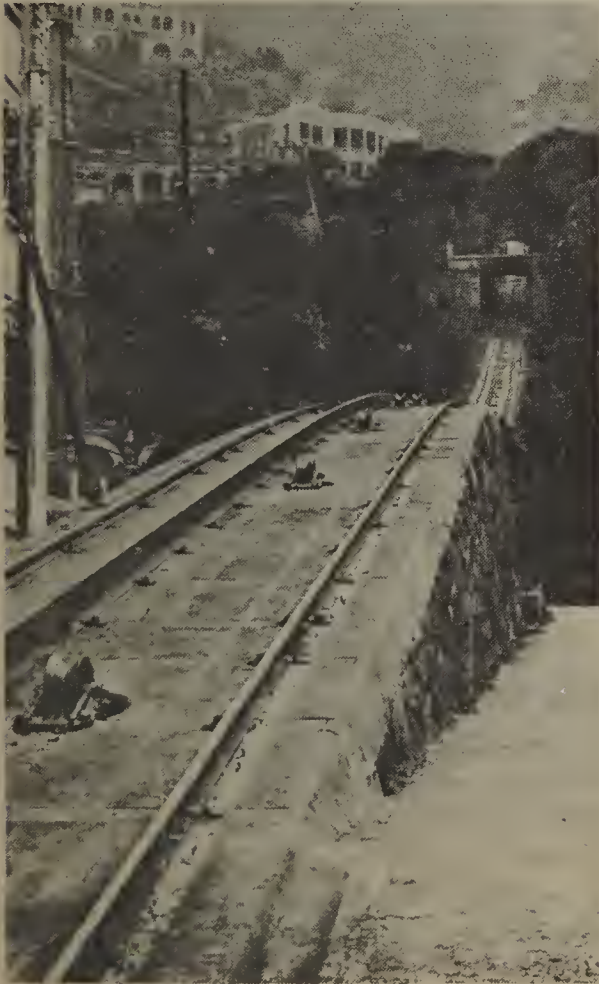
Banks (*Ngan-hong*): Chartered Bank of India, Australia, and China (*Cha-ta Ngan-hong*), on Queen's Rd.; Hongkong and Shanghai Banking Corporation (*Ui-fung Ngan-hong*), on Queen's Rd.; Banque de l'Indo-Chine (*Fat-lan-sai Ngan-hong*), on Chater Rd.; International Banking Corporation (*Man-kwok-Po-tung Ngan-hong*) on Queen's Rd. Central; Netherlands India Commercial Bank (*Ho-kwok-On-tat Ngan-hong*), on Des Voeux Rd.; Mercantile Bank of India (*Yow-le Ngan-hong*), on Queen's Rd.; Yokohama Specie Bank (*Wang-pün-ching-kum Ngan-hong*), in Prince's Building; Bank of Taiwan (*Tai-wan Ngan-hong*), in Prince's Building; Bank of Canton (*Kwong-tung Ngan-hong*), on Des Voeux Rd. Central; Netherlands Trading Society (*Holan Ngan-hong*), on Queen's Rd. Central; Banque Industrielle de Chine, in Queen's Building, Chater Road; Russo-Asiatic Bank (Des Voeux Road); Asia Banking Corporation (Queen's Road Central); Bank of East-Asia (Queen's Road); Chinese Merchants' Bank (Alexandra Building); Industrial & Commercial Bank (Des Voeux Road).

Shops: *Tobacco*—Hongkong Cigar Store Co. (Alexandra Building); Watson & Co. (Alexandra Building); Gande, Price & Co. (12, Queen's Rd. C.); Lane, Crawford & Co. (Chater Rd.); Kelly & Walsh (York Building, Chater Rd.); Grecco-Egyptia Tobacco Store (Pedder Str.); British-American Tobacco Co. (18, Bank Building); Tobaqueria Filipina (Queen's Rd. Central). *Fine Arts & Curios*—Loong Shing & Co. (26, Queen's Rd. C.); Lock Hing & Co., (17, Queen's Rd. C.); Komor & Komor (Alexandra Building). *Japanese Stores*:—Aoi Yōkō, or Ching-ching (2, Queen's Rd. C.); Nikkwō Yōkō, or Yat-kwong (5, Arsenal St.); Tsuchihashi Yōkō, or Tou-kiu (30, Queen's Rd. C.); Nakazawa Yōkō, or Chung-chak (7, D'Aguilar Str.); Matsunaga Yōkō, or Tsung-wing (Haiphong Rd., Kowloon). *Drawn-work*—Swatow Trading Co. (6, Hongkong Hotel Building); China Drawn-work Co. (Queen's Rd.); Swatow Drawn-work Co. (Des Voeux Rd. C.). *Silk Goods*—Komor & Komor (16, Des Voeux Rd. Central), Mehita Co. (Hongkong Hotel Buildings), *Books and Stationary*—Brewer & Co. (23, Queen's Rd. Central); Kelly & Walsh (York Building, Chater Rd.). *Hats & Fancy Goods*—Fairall & Co. (7 & 9, Pedder Str.), Madame M. Flint (Queen's Rd.), Wm. Powell (Des Voeux Rd.), Whiteaway, Laidlaw & Co. (20, Des Voeux Rd. C.), Fletcher & Co. (22, Queen's Rd. C.), Abdoolrahiman & Co. (3, Wellington Rd. C.), Kayamally & Co. (5, D'Aguilar Str.), Lane, Crawford & Co. (Chater Rd.). *Drugs, Chemicals, & Toilet Articles*—Watson & Co. (Alexandra Building), Victoria Dispensary (32, Queen's Rd. C.), Campbell, Moore & Co. (Hongkong Hotel Building), Fletcher & Co. (22, Queen's Rd. C.), Paris Toilet Co. (13, Queen's Rd. C.); *Japanese*, Maruichi

Yōkō, or Yün-yêt (115, Queen's Rd. C.), Taishō Yōkō, or Ta-ching (15, Victoria Str.). *Furniture & Photographic Materials*—Ling Hing & Co. (Queen's Rd. C.), A. Tack & Co. (26, Des Voeux Rd. C.), Lane, Crawford & Co. (Chater Rd.), Mee Cheung (Ice House Str.), Wm. Powell (Des Voeux Rd. C.). *Jewellery & Watches*—Falconer & Co. (Hotel Mansion), Sennet Frères (Hongkong Hotel), Ullmann & Co. (34, Queen's Rd. C.), Wang Hing (10, Queen's Rd. C.), Mohideen & Co. (Queen's Rd. C.), Sheriff Bros. (Queen's Rd.); *Musical Instruments*—Lane, Crawford & Co. (Chater Rd.), Moutrie & Co. (York Building), Anderson Music Co. (Des Voeux Rd.). *Opticians*—Hongkong Optical Co. (Queen's Rd.), Gaupp & Co. (Alexandra Building), N. Lazarus (Queen's Rd.), Ullmann & Co. (34, Queen's Rd. C.). *Tailors*—Ah Man & Hing Cheong & Co. (Queen's Rd.), Lane, Crawford & Co. (Chater Rd.), Wm. Powell (Des Voeux Rd. C.), James T. Shaw (Hongkong Hotel Building), Tak Cheong (55, Queen's Rd. C.). *Wines, Spirits, & Liquors*—Donnelly & Whyte (Queen's Building, Ice House Str.), Caldbeck, Macgregor, & Co. (15, Queen's Rd.), French Store (Queen's Rd. C.), Gande, Price & Co. (8, Queen's Rd. C.). Lane, Crawford & Co. (Chater Rd.); *Japanese*, Matsumoto Yōkō, or Tsun-pun (191, Queen's Rd. C.), Honda Yōkō, or Pun-tyn (27, Praya East). *Bazaars* (Chinese)—Sincere & Co., Wing On & Co., Chun Kong & Co., (all on Des Voeux Rd. C.). *Miscellaneous Goods* (Japanese)—Kōsei Kōshi, or *Kung-shing* (307, Queen's Rd. C.), Tōyō Kwan, or *Tung-yong-kun* (47, Connaught Rd.), Honda Yōkō, or *Pun-tyu* (27, Praya East), Gōhara Yōkō, or *Hong-yung* (30, Pottinger Str.), Arakawa Shōten, or *Fong-chund* (Ludhurst Terrace), Murano Shōten, or *Tsun-ye* (29, Praya East), Tsurutani Shōten, or *Hok-ku* (70, Queen's Rd. C.). *Shoemaker*—Sakura Shōkō, or *Ying shong-hong* (Pedder Str.). *Printer*—Victoria Printing Press (D'Aguilar Str.), Hongkong Printing Press (Wyndham Str.). *Motor cars*—for hire and sale, Hongkong Motor Co. (Praya East), United Motor Co. (Des Voeux Rd.), Dragon Motor Car Co. (Des Voeux Rd., and Nathan Rd., Kowloon), Alex. Ross Co. (Des Voeux Rd.).

Firms engaged in Import & Export Trade: British,—Bailey & Co. (Shipbuilders; Kowloon Bay), Bradley & Co. (4, Queen's Building), Butterfield & Swire (Praya), Caldbeck, Macgregor & Co. (15, Queen's Rd.), Carrole & Co. (Queen's Rd. Central), Dodwell & Co. (Queen's Building), Gibb, Livingston & Co. (St. George's Building), Humphreys & Co. (Duddell Str.), Hutchinson & Co. (King's Building), Jardine, Matheson & Co. (Pedder St.), Lane, Crawford & Co. (Chater Rd.), Loxley & Co. (York Building), Robertson, Wilson & Co. (Beaconsfield Arcade), Ross & Co. (25, Des Voeux Rd. C.), David Sassoon & Co. (Des Voeux Rd. C.), Sassoon & Co. (7, Queen's Rd.), Shewan, Tomes & Co. (St. George's Building), Wendt & Co. (6, Ice House Rd.), Harry Wicking & Co. (Prince's Building), Wilkinson, Heywood

& Clark (Alexandra Building), Ah Ying & Co. (Connaught Rd.). *Japanese*,—Mitsui, or *Sam-ching* (Prince's Building), Mitsubishi, or *Sam-ling* (Pedder Str.), Osawa & Co., or *Foo-kee* (Queen's Rd. C.), Suzuki & Co. (Alexandra Building), Furukawa & Co. (York Building, Chater Rd.), Fukki Yōkō, or *Fukkei* (5, Queen's Rd. C.), Tōshō Yōkō, or *Tung-shing* (19, Queen's Rd. C.), Nikka Yōkō, or *Yat-wa* (54, Queen's Rd. C.); *American*,—Anderson, Meyer & Co. (Queen's Rd. C.), Northwest Trading Co. (Hotel Mansions), Moulder & Co. (Powell's Building); *French*,—A. R. Marty (6, Des Voeux Rd. C.), French Store (Des Voeux Rd. C.); *Portuguese*,—Cruz, Basto & Co. (Prince's Building), Gorge & Co. (Pedder Str.); *Dutch*,—Holland-China Trading Co. (16, Des Voeux Rd. C.), Holland Pacific Trading Co. (Bank Building, Queen's Rd.); *Chinese*,—Kwong-sang Hong (57-59, Connaught Rd.), Koon-Tai & Co. (Des Voeux Rd.).



Peak Tramway. Hongkong

Steamship Companies & Agencies: Bank Line, Ltd. (King's Building); Canadian Pacific Steamships (corner of Pedder Str. and Praya); China Merchants' S. N. Co. (Connaught Rd. West); Hongkong, Canton & Macao Steamboat Co. (Hotel Mansions); Java-China-Japan Line (York Building); Mackinnon, Mackenzie & Co. (Agencies for P. & O. S. N. Co., British Apcar Lines, Eastern & Australian S. S. Co.; Des Voeux Rd.); Messageries Maritimes (Queen's Building); Nippon Yusen Kaisha (King's Building); Osaka Shōsen Kaisha (Queen's Building); Pacific Mail S. S. Co. (Hotel Mansions); Tōyō Kisen Kaisha (King's Building); Yuen On Steamship Co. (Queen's Rd.); Butterfield & Swire (Agents for China N. Co., Ocean Steamship Co., Australian

Oriental Line, Connaught Rd. C.); Jardine, Matheson & Co. (Agents for Indo-China S. N. Co., Royal Mail Steam Packet Co.,

Western Australian S. N. Co., Glen Line ; Pedder Str.) ; Douglas Steamship Co., South China ports (Des Voeux Rd. C.).

Important Business Houses : Hongkong & Whampoa Dock Co., Taikoo Dockyard & Engineering Co., China Sugar Refining Co., Green Island Cement Co., China Provident Loan & Mortgage Co., Hongkong Land Investment & Agency Co., Humphrey's Estate & Finance Co., American Express Co. (Queen's Rd.), Star Ferry Co., Hongkong & Kowloon Wharf and Godown Co. ; Hongkong Rope Manufacturing Co., Dairy Farm Co., Hongkong & China Gas Co., Hongkong Ice Co., Tai-shing Paper Manufacturing Co., Taikoo Sugar Refining Co., China Light & Power Co., Hongkong Electric Co., Hongkong & Kowloon Land & Loan Co., West Point Building Co., Canton Insurance Office, China Fire Insurance Co., China Traders' Insurance Co., Chun-On Fire Insurance Co., Hongkong Fire Insurance Co., Hong-On Fire and Marine Assurance Co., Man-On Insurance Co., North China Insurance Co., Po-On Marine, Fire Insurance & Godown Co., Union Insurance Society of Canton, British Trading Insurance Co. (Queen's Building), Arnhold Brothers Co. (Chater Rd.), Asiatic Petroleum Co. (King's Building), Brunner, Mond & Co. (Queen's Rd. C.) General Electric Co. (Queen's Building), Hongkong Tramway Co. (Russel Str., Bowrington), Standard Oil Co. of New York (Hotel Mansions), Vacuum Oil Co. (King's Building).

Money. The currency of Hongkong consists of Hongkong, British, and Mexican dollars, all of which are legal tender. Japanese dollars, piasters of French Indo-China, and silver dollars issued by the mints of Hupeh, Kwangtung, and Singapore, though current in the past, have been prohibited from importation and circulation since February, 1914. As subsidiary currency there are silver pieces of 50, 20, 10, and 5 cents, and one-cent copper coins,—all these stamped with the effigy of the British Sovereign. These are accepted as legal tender up to 2 dollars. The 10 and 5 cent silver coins issued by the Canton Mint, though formerly current, were withdrawn from circulation in February, 1915. Paper money consists of the notes issued by the Hongkong & Shanghai Banking Corporation, the Chartered Bank of India, Australia & China, and the Mercantile Bank of India. The notes of the Hongkong & Shanghai Banking Corporation comprise the following denominations (dollars) : 1, 5, 10, 25, 50, 100, 500, and 1,000.

Weight and Measures. Among foreigners in Hongkong the British weights and measures are used ; the Chinese use the old native method of weighing and measuring. By treaty agreement between Great Britain and China, the *Chih* (Chinese foot), or the unit of measure, was established as being equal to 14.1 English inches. The native measures of capacity are : 10 *ko* equalling 1 *sheng* ; 10 *sheng* equalling 1 *tau* ; 5 *tau* equalling

1 *huk*; 2 *huk* equalling 1 *shih*, equalling 2 piculs of rice. But most commodities, even liquids such as oil and spirits, are generally bought and sold by weight. *Weight*: 1 *lōng* (liang or tael) equalling $1\frac{1}{3}$ oz. avoirdupois by the treaty of 1858; 16 *lōng* equalling 1 *kên* (chin or catty) equalling $1\frac{1}{3}$ lbs. avoirdupois; 100 *kên* equalling 1 *tam* (or picul), equalling $133\frac{1}{3}$ lbs. avoirdupois; 160 *kên* equalling 1 *shek*.

Hospitals: Civil Hospital (under the supervision of the Medical Dept. Pl. E 2) on Queen's Rd. W.; Victoria Hospital (for women and children, established in commemoration of the late Queen Victoria's Jubilee), on Barker Rd., Peak District; Matilda Hospital (charity hospital for foreigners), on Mt. Kellett, Peak District; Peak Hospital (private institution), near Peak Hotel; Military Hospital (Pl. J 5), on Bowen Rd.; Royal Naval Hospital (Pl. M 4), on a hill near Bowrington Rd.; Alice Memorial Hospital (Pl. G 3), founded by the late Sir Kai Ho-kai in memory of his wife, (exclusively for Chinese patients), at the corner of Aberdeen Str. and Hollywood Rd.; affiliated with the Alice Memorial are the Nethersole Hospital, on Banham Rd., and the Ho-miu-ling Hospital, the gift of Madame Wu Ting-fang; Tung Wah Hospital (Pl. F 3; patients treated either by European or Chinese systems of medicine, at their option); Lunatic Asylum (Pl. E 3) on Eastern Street.

Public Buildings & Offices: Colonial Government, or *Hong-kong-Ching-shü* (Pl. I 4), two stories, containing the offices on the ground floor of the Director of Public Works, on the upper floor, rooms for the Executive and Legislative Councils, the Governor's and the Colonial Secretary's Offices; Honkong City Hall, or *Tai-Ui-ton*, (Pl. I 3), containing a Library and Museum in addition to a large theatre, one of the largest, if rather antiquated, buildings in the city; the Post-Office, or *Shü-sun-kun*, in Pedder Street (Pl. I 3); the Supreme Court, or *Nip-shü* (Pl. H 3), a stately edifice of white granite, on Des Voeux Rd.; the Governor's Official Residence (surrounded by a garden in which is a tennis court; Pl. I 4), a massive granite structure situated above St. John's Cathedral; the Headquarters House, the residence of the Commanding Officer of the Garrison, situated above the parade-ground; Central Police Station, or *Tsun-po-ting*, on Hollywood Rd., close to Victoria Prison (Pl. H 3); the Harbour Office, on Connaught Str. (Pl. G 2); Sailor's Home, or *Sai-ying-poon Shui-shau-kwoon*, at W. Point (Pl. D 2); Royal Observatory, or *Tin-man-toi* (on Mt. Elgin, Kowloon Peninsula); the Water Police Office (on Tsim-Tsa-tsui Hill, near Cape Kowloon); the Land Office, or *Tin-to-tang*, in the Supreme Court Building (Pl. H 3); the Colonial Secretariate, or *Tai-ying-yam-ming Heung-kong Po-ching Sze-shü* (on Albert Rd.); the Education Department, or *Kau-yuk Sze-shü*, in the Post-Office Building



Botanical Garden, Hongkong

(Pl. I 3); the Botanical and Forestry Department, or *Yuen-lam Kam-tuk-shü*, in the Post-Office Building (Pl. I 3); Hongkong Government Fire Brigade, or *Mit-of-kuk*, (on Queen's Rd.); the Magistracy, or *Tsa-pun-To-shü*, (on Arbuthnot Rd.); the Imports & Exports Office, or *Hongkong Hoi-kwan Kam-tuk-shu*, in the Harbour Office (Pl. G 2); the Public Works Department, or *Kung-mu-shü* (on Albert Rd.); the Secretariate for Chinese Affairs, or *Wa-man-Ching-mo-sze*, in the Post-Office Building (Pl. I 3); the Marriage Registration Office, or *Cheung-Fan-yan Sz-mo-kun*, and the Treasury, or *Fu-mo-shü*, both in the Post-Office Building; the Prison Department, or *Kam-fong*, (next to the Central Police Office).

Theatres, Clubs, etc. Theatre Royal, well equipped, where amateur performances are often given; the Coronet, moving pictures: Hongkong Club, near the Cricket Ground (Pl. J 3); Hongkong Amateur Dramatic Club, in the City Hall, Queen's Rd.; Phoenix Club, in King's Building; Club Lusitano (Portuguese), in Shelley Str., Club de Recreio, on Nathan Rd., Kowloon; Holland Club, on Connaught Rd.; Nippon Club, on Des Voeux Rd. Peak Club, on Mount Gough Road.

Recreation Clubs: Bowling Green Club (Kowloon); Chess Club (18, Bank Building); Cricket and Football Club (Queen's College); Craigengower Cricket Club (Craigengower); Hongkong Cricket Club (St. George's Building); Ladies' Recreation Club (Peak Rd.); Kowloon Cricket Club (Kowloon); Royal Hongkong Golf Club (Victoria); Hongkong Hockey Club (Victoria); United Service Recreation Club (Gun Club Hill, Kowloon); Victoria Recreation Club (Victoria); Hongkong Corinthian Yacht Club (Praya, East); Royal Hongkong Yacht Club (Victoria Building, Queen's Rd.).

Postal Communications. The postal rates given in the following table are (1) those of the countries in the Universal Postal Union, (2) Great Britain and British Dominions, (3) the countries

outside the Universal Postal Union, and (4) those of the Crown Colony of Hongkong :—

<i>From Hongkong to the following destinations</i>	Letters		Post-cards		Books, News-papers, Lists of Quotations, <i>per</i> 2 oz. and every additional 2 ounces	Registration fee	Delivery receipt fee
	<i>Per ounce</i>	For each additional ounce	Single	Re-turn			
Countries in the Universal Postal Union.....	cents 10	cents 6	cents 4	cents 8	* cents 2	cents 10	cents 10
Great Britain and British Dominions	4	4	4	8	* 2	10	10
Countries outside the Universal Postal Union:							
Afghanistan (a)	4(b)	4	} 4	8	2	(c)	10
Arabia	10(b)	6			2		
Bahrein & Muscat	4	4					
China (within Chinese postal jurisdiction) ...	4	4	1	2	* 2	10	10
Friendly Islands	4	4	4	8	* 2	10	10
Netherlands Protectorate and N. Rhodesia...	4(b)	4	4	8	* 2	10	10
Morocco	10(b)	6	4	8	2		
Solomon Islands	10(b)	6	4	8	2		
Hongkong (the Crown Colony of)	2	2	1	2	* 2	10	10

Explanation :—

(a) All mail matter for Afghanistan should bear on the envelope the name of the sender, otherwise it may be detained at Peshawar by the Afghanistan Post-Office.

(b) Postal charges must always be prepaid.

(c) Registration is not effective beyond reach of mail steamers.

* Newspapers (*per* single issue only) for the countries enumerated below are charged for at the rate of 2 cents for each 4 oz. :—

Australia, Ceylon, British India, Dutch E. Indies, Siam, Canada, Chōsen, Japan, Taiwan, New Zealand, Straits Settlements, China, Macao, Philippine Islands, Timor Island.

Newspapers: *English*, The *Hongkong Daily Press* (Pl. I 3), *South China Morning Post*, (morning papers); *China Mail*, *Hongkong Telegraph*, (evening papers). There are two weekly papers—the *Hongkong Weekly Press* and *China Overland Trade Report*, and the *Overland China Mail*. The *Government Gazette* is published weekly. **Vernacular:** The *Wah-Sheung-Chung-Chung-Wui-Po*, *Tsun-Wan-Yat-po*, *Wa-tsz Yat-po*, *Kung-wa-po*, and *Tai-kwong-po*.

General Description. The island of Hongkong lies off the S. E. coast of China (separated by a narrow channel from Kwangtung Province), on the E. side of the mouth of the Canton River, or *Chu-kiang*. It is about 40 m. E. of Macao, 90 m. S. E. of Canton. The island extends from $22^{\circ} 9'$ to $22^{\circ} 17'$ N. lat. and from $114^{\circ} 5'$ to $114^{\circ} 18'$ E. long.; its extreme length from N. E. to S. W. is 11 m.; its breadth varies from 2 to 5 m.; its area is about 30 sq. miles, and its circumference is about 27 miles. The island, practically a mountain top, is broken and hilly—low granite ridges, with bleak valleys, extending from E. to W. The highest point is Victoria Peak (on the W. coast), which is 1,825 ft. above sea-level. Here and there, bordering on the sea, are found a few narrow strips of low land, but in many places the sea-coast is overhung with lofty, precipitous hill-sides. Separating the island from the mainland is a narrow channel called the Hongkong Roads, the W. entrance to the channel lying along the N. coast of the island between the city of Victoria and Kowloon Point, 1 m. in width; the E. entrance, called Lyee-mun Channel, is $1/4$ m. wide. The S. coast is deeply indented, two peninsulas on it, projecting several miles into the sea, form two natural harbours—Deep Water Bay on the W. and Tytam Bay on the E. (the latter well protected and having a depth of 10–16 fathoms at its entrance). Facing the S. W. coast is an inshore island, called Aberdeen Island, which affords protection to Aberdeen Harbour, an inlet provided with several docks. To the N., opposite Victoria City, is the Kowloon Peninsula, in the W. of which rises a high peak, *Tai-mou-shan* (3,130 ft.), forming a part of the mountainous range extending through the provinces of Kwangtung and Kwangsi. N. of Kowloon Peninsula lies the New Territory, covering an area of 290 sq. m. (extending from Mirs Bay in the E. to Deep Bay in the W.), which is held by Great Britain under a 99-year lease from China, dating from 1898.

The harbour of Hongkong (Hongkong Roads) 5 to 9 fathoms deep and covering an area of 10 sq. m., is one of the best and most beautiful harbours in the world. Ships from Singapore way generally enter the harbour by the narrow W. passage called Sulphur Channel, lying between the N. W. coast of Hongkong and Green Island (on which there is a lighthouse). Most vessels coming from Australia, America, Japan, and North China enter from the E. by the Lyee-mun Channel.

The city of Victoria, the seat of the colonial government, extends along the coast for about 5 miles. It has wide streets in the level section along the water front and substantially built terraces on the hillsides, to a height of from 600 to 1,300 ft. above the sea. The principal business street is Queen's Road, which runs the entire length of the city. From the hilltop there

is a wonderful prospect of this great European city in the Far East, a creation of human foresight and enterprise, the harbour sprinkled with merchant vessels from all quarters of the globe, and sampans and steam-launches of enterprising Chinese constantly plying in all directions. The E. section of the harbour is reserved for warships, wherein in spring and winter may occasionally be seen a part of the British China Squadron, as well as warships of other nations.

Climate. The annual average temperature of Hongkong is 72° Fahr., the average daily maximum temperature ranging from 87° in July to 62° in February (the mercury scarcely ever falling below 42° even on the coldest days). During the hot season, which begins at the end of May and continues till the end of October, the mercury generally registers 81° — 83° throughout the 24 hrs.—there being little change between day and night. The S.W. monsoon blows from the end of May till the beginning of October, which makes this part of the year exceedingly wet, the rainfall *per* month sometimes amounting to 19 inches (as in August and September of 1907), while it sometimes happens—in the case of a heavy thunderstorm preceding a strong monsoon—that the rain-gauge will register a fall of 3 inches in 2 or 3 hours. The dry season lasts from November to May, when the prevailing winds come from the N.E. Between November and the following January there occurs as a rule a succession of fair days, when the weather is more invigorating, the average monthly rainfall of November, December, and January being about 8/10 of an inch. Kowloon, which is practically a suburb of Victoria, is free from the extreme heat of the latter, as it is exposed to the S.W. monsoons. The Peak District, which is much healthier than the down-town section, is a favourite residential quarter, reserved for foreigners. The dreaded typhoons, which often cause widespread destruction (as in 1906, when 10,000 people were killed and a large number of junks destroyed), come in September.

The following figures (returns of the Hongkong Meteorological Observatory, 1918) give further particulars regarding the climate of Hongkong:—

Month	Maximum temperature	Minimum temperature	Rainfall	Month	Maximum temperature	Minimum temperature	Rainfall
	Fahr.	Fahr.	Inch.		Fahr.	Fahr.	Inch.
January	67.4	58.8	—	August ...	87.9	78.3	4.205
February ...	66.9	59.9	3.240	September	85.4	76.2	19.980
March	71.7	63.5	1.190	October ...	81.2	74.3	6.450
April	76.3	68.0	4.465	November	74.0	66.4	8.815
May	82.8	75.3	12.620	December	64.9	60.5	0.720
June	86.6	78.9	12.225	Average			
July	86.9	78.1	26.305	for the year	77.9	69.8	8.350

Hygiene. Hongkong has long been regarded as an unhealthy place, the residents suffering from malaria, cholera, and other epidemics, the fatalities being most marked among the British troops. But of late years a great improvement has taken place, due to the establishment of waterworks as well as to the health authorities' strenuous measures for destroying mosquito larvæ. Bubonic plague is more or less prevalent, deaths from this epidemic occurring yearly. The year 1894 is memorable as the most disastrous year of the plague, when about 3,000 persons (mostly Chinese) succumbed to the disease. There exists an admirable system of waterworks, furnishing the entire population of Victoria and Kowloon with an ample supply of excellent drinking-water. The establishment of the water-system, which has freed the people from dependence upon river and well-water, was due to the initiation of Governor Sir Hercules Robinson in 1860. The first reservoir, the Pok-folum, was completed in 1869 (impounding 68,000,000 gallons); the second, completed in 1888 and further enlarged in 1896, was the Tytam



Pedder Street, Hongkong

Reservoir (conserving 390,000,000 gallons); the third, Wongneichung (storing 27,000,000 gallons), was completed in 1899; the fourth, a bye-wash reservoir (to contain 30,000,000 gallons), was completed in 1903, at a point immediately below the overflow of the Tytam Reservoir, and in 1909 a dam was constructed at Tytam Tuk (200 ft. above the sea) to impound 194,000,000 gallons. In 1917 a further extension of these waterworks was completed, making provision for impounding 1,500 million gallons of water. In Kowloon is a reservoir (completed in 1910), capable of holding 374,000,000 gallons of water.

History. Formerly an integral part of the Chinese Empire, the island of Hongkong was first occupied in 1839 by British traders, who, withdrawing from Canton and Macao, because of

troubles attending the opium dispute, took refuge on the island. The name Hongkong is most probably a corruption of *Heung-kong*, meaning "Fragrant streams," from the clear, perennial streams, from which supplies of good drinking-water were drawn by the ships of the British East India Company. This island was first ceded to Great Britain in 1841, the cession being confirmed by the Treaty of Nanking (1842). The peninsula of Kowloon, which previously had been used for several years as a military sanitarium, was formally ceded by a treaty negotiated by Lord Elgin in 1861. In view of requirements for the defence of Hongkong, a convention was signed at Peking in 1898, leasing to Great Britain for 99 years a portion of Chinese territory which embraced the port of Kowloon and land farther inland (altogether nearly 400 sq. m.), together with the waters of Mirs Bay, Deep Bay, and also the island of *Lan-tau*. This piece of leased land is known as the "New Territory." Hongkong was established as a Crown colony in 1843, its first governor being Sir Henry Pottinger, who laid out the capital city, naming it after the beloved and then youthful queen of England. When the island was first occupied, the native population of Hongkong numbered only 4,000, consisting of fisher folk scattered along the coast, and 800 in the peninsula of Kowloon. In 1842 the population increased to 20,000; in 1862 the colony contained 119,321 inhabitants. Since the latter date the population has steadily increased: in 1871, to 124,198; in 1881, to 160,402; in 1891, to 221,141; in 1901, to 283,205; in 1906, to 319,803; in 1911, to 456,739; and according to the Census report of December, 1921, the population was as follows:

	Island of Hongkong	Kowloon Peninsula	New Territory	In boats	Total
Non-Chinese	9,454	3,186	216	.....	12,856
Chinese	337,947	120,262	82,947	69,212	610,368
Total	347,401	123,448	83,163	69,212	623,224

Nationalities, excluding the Chinese, were:

	<i>Males</i>	<i>Females</i>	<i>Total</i>
British	4,706	3,183	7,889
Portuguese	898	1,159	2,057
Japanese	915	670	1,585
Americans	270	200	470
Pilipinos	120	112	232
French	108	100	208
Dutch	68	36	104
Others	211	200	311
Total	7,296	5,660	12,856

Hongkong Colonial Government. The Crown Colony of Hongkong is administered by the Governor, aided by an executive council and a legislative council. The Governor, appointed by

the Crown, has great power, including the command of the troops stationed in the colony, enactment of laws with the advice of the legislative council, appointment and dismissal of officials, except where such rights are reserved by the Home authorities, and the mitigation and pardon of penalties. The Executive Council is composed of the General Officer commanding the troops, the Colonial Secretary, the Attorney-General, the Treasurer, the Registrar-General, the Director of Public Works (special appointment) and two unofficial members appointed by the Home authorities. The Legislative Council, presided over by the Governor, is composed of the General Officer commanding the troops, the Colonial Secretary, the Attorney-General, the Treasurer, the Secretary for Chinese Affairs, the Director of Public Works, the Director of Education, and six unofficial members—*viz.*, four nominated by the Governor, of whom two are Chinese (British subjects), one elected by the Chamber of Commerce, and one by the Justices of the Peace; the unofficial members' term of office is six years.

The *Hongkong Companies Ordinances* relative to the incorporation of business concerns are so fair to all stockholders that Hongkong for many years has been the place of incorporation for many incorporated businesses in the Far East.

Colleges and Schools. The educational facilities of the colony are : (1) Hongkong University (Pl. D 3; opened in 1921), containing departments of Medicine, Engineering, and Fine Arts, admitting mostly Chinese youths; (2) Queen's College (Pl. G 3), which also admits Chinese in various special lines of study; (3) St. Paul's College; (4) St. Stephen's College; (5) the Belilios Public School for Girls (Pl. G 3), English course taken by over 475 girls (the school provides a vernacular course also); (6) the Kowloon British and Victoria Schools (in Kowloon) for children of both sexes, of British parentage; (7) St. Joseph's College, a Roman Catholic institution. In addition there are many private, sectarian and non-sectarian schools.

Churches :—(1) St. John's Cathedral (*Tai Lai-pai-tong*; Pl. I 4), on Garden Rd.; (2) Roman Catholic Cathedral (*Tien-chu-kau Chung Chun-kau-tong*; Pl. H 4), on Caine Rd.; (3) St. Joseph's Church, Garden Rd.; (4) American Catholic Mission, under the direction of the Catholic Foreign Mission Society of America; (5) St. Andrew's Church, Nathan Rd.; (6) Procure Générale des Missions Etrangères de Paris (*Fat-lan-sai Chü-kau-tong*), 34, Caine Rd.; (7) Union Church (Pl. I 4), on Kennedy Rd.; (8) Bethesda Chapel (*Deutsche Kapelle*, — *Sai-ying-pun Tak-kwok Lai-pai-tong*), 1, High Street, West Point; Spanish Dominican Procuration for Missions (*Tai-liu-sung Chun-kau-tong*), 2, Seymour Rd.; Hongkong St. Peter's (Seamen's) Church,

Des Voeux Rd., West Point; Christian Science Church, Jewish Synagogue, two Mahommedan Mosques, one in Shelley Street, one in Kowloon, a Sikh Temple, and numerous other mission churches and chapels.

Trade. Hongkong is a free port. According to the Government report, 1921, the export and import trade of Victoria amounted to £135,834,936. The wonderful prosperity of Hongkong is doubtless chiefly due, apart from its excellent harbour accommodations and remarkable geographical advantages, to its free trade policy (the only tax on trade being a tonnage-due of $1\frac{5}{8}$ cent *per* ton on steam-launch cargoes and 2 cents on the cargoes of other steamers, the revenue thus collected being devoted to the maintenance of lighthouses and to expenditures for safeguarding and maintaining harbour facilities. The following figures show the rapid growth of the colony's trade :—

Year	Ships <i>cleared</i>	Gross tonnage	Ships <i>entered</i>	Gross tonnage
1871	34,550	3,360,622	28,635	3,158,519
1881	27,553	4,533,304	27,051	4,475,820
1891	27,159	6,773,243	26,953	6,768,918
1907	23,835	11,519,200	23,819	11,512,223
1912	22,987	12,100,365	23,665	12,170,035
1919	15,052	9,223,982	16,586	9,570,825

Ships entered and cleared in 1921

Nationality	Ships <i>entered</i>	Gross tonnage	Ships <i>cleared</i>	Gross tonnage
American	241	863,673	240	863,882
British	5,192	6,392,634	5,180	6,374,858
Chinese	1,634	854,604	1,634	854,040
Danish	15	56,752	15	56,752
Dutch	176	484,152	176	583,508
French	149	282,834	154	289,575
Greek	1	1,882	—	—
Inter-Allied	4	19,738	4	19,738
Italian	21	78,372	21	78,372
Japanese	1,298	2,870,394	1,292	2,850,475
Norwegian	102	102,349	103	107,743
Portuguese	142	30,534	144	30,903
Russian	3	4,479	4	5,972
Siamese	22	24,096	24	26,375
Sarawak	3	2,676	3	2,676
Swedish	7	26,044	7	26,044
Total	9,010	12,095,213	9,001	12,069,913

Hongkong Imports and Exports, 1921

Countries	Imports (£)	Exports (£)
Africa	54,058	314,515
Australia	510,515	473,692
Belgium	345,512	16,831
Canada	256,683	312,818
China	9,467,970	41,808,484
England	8,142,389	781,741
France	186,547	72,353
French Indo-China	9,979,004	4,810,366
Germany	274,173	74,875
Holland	221,305	97,766
India	4,117,784	1,110,087
Japan	8,027,683	3,642,711
Netherland East Indies	9,968,535	2,109,170
Straits Settlements	2,145,578	3,638,338
United States	6,138,646	2,232,471
Others	8,302,141	6,190,659
Total	£ 68,143,059	£ 67,691,877

Imports and Exports: The chief articles of import and export are :— *Imports*, rice, flour, tea, marine products, cotton yarn and cloth, coal, lumber, kerosene oil, salt, iron and other metals, miscellaneous manufactured articles from Europe and America ; *Exports*, sugar, silk fabrics and yarn, tea, figured-mattings, mats, tin, lead, rice, bristles, rattan, ginger preserved in sugar, human hair, feathers, granite (building material for Canton, Macao, etc.).

Industries. Hongkong suffers from the lack of the raw material necessary for its development into a great industrial centre, having to import its coal from Japan, its petroleum from Borneo, its iron from Great Britain, and there are no waterfalls or rapids to furnish power for generating electricity. Nevertheless, by sheer force of enterprise, the British have succeeded in building up several important industries. Among the most prosperous industries of the place may be mentioned shipbuilding, sugar-refining, cement-manufacturing, and rope-making, besides several other undertakings, *viz.*, ice-manufacture, glass and soap factories, saw-mill, electric plant, gas-works, etc. Of these, shipbuilding is undoubtedly the most important and the one which contributes largely to the prosperity of the colony. The dockyards, therefore, are worthy of particular mention, as are also the sugar-refinery and the rope-factory.

Hongkong & Whampoa Dock Co. (*Hongkong Wong-po Shun-o Kung-sze*; capital \$ 3,000,000), is considered to be one of the best equipped dockyards in the world; close to 17,000 ships, with an aggregate tonnage of about 20,000,000 tons,

annually enter the docks of this company for repair. The capacities of the respective docks (which are built of granite), their length, width, and depth in feet at full tide, are as follows :—

Kowloon Dry Dock No. 1 ($720 \times 86 \times 30$); No. 2 ($371 \times 74 \times 18.6$); No. 3 ($264 \times 49.3 \times 14$); Cosmopolitan Floating Dock ($466 \times 85.6 \times 20$), Aberdeen Floating Dock No. 1 ($430 \times 84 \times 23$); Lamont Dock ($333 \times 64 \times 16$); Kowloon Depositing Dock No. 1 ($240 \times 60 \times 14$); No. 2 ($230 \times 60 \times 12$).

Butterfield and Swire's Dockyard, or Taikoo Dockyard & Engineering Co. of Hongkong, at Quarry Bay, consists of 1 dry dock, 2 depositing docks, and a workshop; their capacities are as follows :—

Dry dock ($750 \times 88 \times 31$); Depositing Dock No. 1 ($1,030 \times 80 \times 18$); No. 2 ($993.5 \times 60 \times 17$); No. 3 ($993.5 \times 60 \times 17$); Workshops (550×300).

British Naval Dockyard (Pl. J 3), inside the Naval Station, comprises a machine shop, workshop, and a dock which is 559 ft. in length at the bottom, 95 ft. wide at the entrance, 70 ft. in the middle of the basin, and 120 ft. at the top, with a depth of 39 ft. at full tide.

E. of the dock is a well-protected water-space of $9\frac{1}{2}$ acres, with a depth of 32 ft. at low tide, where a battleship of the largest class and several other large warships may be moored, while awaiting repairs.

Butterfield and Swire's Sugar-Refining Co. (*Taikoo Sugar-Refining Co.*), at Quarry Bay, is one of the largest sugar-refineries in the Far East. The China Sugar-Refining Co.'s factories (*Chung-wa Fo-cheh Tong-kuk*) are at East Point and at Bowrington.



Repulse Bay, Hongkong

Hongkong Rope-Manufacturing Co. (*Hongkong Lam Kung-sze*), situated at Belcher street, controlled by Shewan, Tomes & Co., makes rope of Manila hemp (*abacca*). It is a large establishment, covering an area of 140,000 sq. ft.; its annual output amounts to 5,000,000 lbs. of rope, which is exported to China Inland, Japan, British India, Australia, Straits Settlements, etc. Green Island Cement Co. (*Ching-chow Ying-nai Kung-sze*), controlled by Shewan, Tomes & Co., owns 3 works, one at Kowloon, one on the S. shore of Hongkong Is., facing Deep Water Bay, and the third on Green Is. (*Luk-tou*), Macao. The annual output of these works amounts to over 1,000,000 barrels. Black-head & Co.'s (*Be-lik-hut*) Soap, Soda, and Disinfectant Manufactory is at *Shau-ki-wan*.

Agriculture. In the rocky formation of the island of Hongkong there is very little land suitable for cultivation, only small patches of ground here and there being available for growing vegetables. On the mainland, in Kowloon and its vicinity, are raised rice, sugar-cane, peanuts, oranges, and bananas.

Communications. *By Water.* Hongkong, a free port, with many transportation facilities by sea, is one of the great centres of distribution in the Far East. The principal steamship lines, which either make Hongkong their base of operations or an important port of call, are as follows:

(A) Oriental Coasts:

1. Chinese Coast Service: (1) *Hongkong-Canton Line* (twice daily—by Hongkong, Canton & Macao Steamboat Co.; once daily—by Yuen On S. S. Co.)—\$5, \$8 return. (2) *Hongkong-Macao Line* (once daily—by Hongkong, Canton & Macao Steamboat Co.)—\$4, \$7 return. (3) *Hongkong-Wuchow Line* (every 5 days—by Banker & Co.). (4) *Hongkong-Shanghai Line* (tri-weekly—by China Navigation Co., Indo-China S. N. Co., and China Merchants S. N. Co.)—\$75, \$115 return. (5) *Hongkong-Foochow Line, via Swatow and Amoy* (twice weekly—by Douglas S. S. Co.)—\$55. (6) *Hongkong-Tsingtau Line* (irregular—by China Navigation Co., Indo-China S. N. Co., and China Merchants S. N. Co.)—\$100, \$160 return. (7) *Hongkong Tientsin Line, via Weihaiwei, Chefoo* (frequent sailings March to November)—by Indo-China S. N. Co. and China Navigation Co.—\$130, \$225 return. (8) *Hongkong-Keelung (Formosa) Line, via Swatow and Amoy* (weekly—by Osaka Shōsen Kaisha),—¥54. (9) *Canton-Hongkong Takao (Formosa) Line, via Swatow and Amoy* (fortnightly—by Osaka Shōsen Kaisha)—¥63.

2. French Indo-China Service: (1) *Hongkong-Haiphong Line, via Quang-chow, Haihow, Pakhoi* (fortnightly—by Ciè de Navigation Tonkinoise, China Navigation Co., and Po Shun S. S. Co.; weekly—by Indo-China Line)—\$60, \$95 return. (2)

Hongkong-Saigon Line (about weekly—by Wo Fat Sing S. S. Co., and Fook Tai Cheung)—\$75-90.

3. *Hongkong-Bangkok (Siam) Line*, via Swatow (weekly—by China Navigation Co. and Indo-China S. N. Co.)—\$130, \$210 return.

4. *Hongkong-Sandakan (North Borneo) Line* (bi-monthly—by Indo-China S. N. Co.)—\$80.

5. *Keelung (Formosa)-Singapore Line*, via Hongkong, Saigon, Bangkok (monthly—by Osaka Shōsen Kaisha)—Hongkong to Singapore, ¥150.

6. *Hongkong-Java Service*: (1) *Kobe-Hongkong-Sourabaya Line*, via Moji, Batavia, Samarang (about twice monthly—by Nanyō Yūsen Kaisha)—from Hongkong to Kobe, ¥75; to Samarang, ¥150. (2) *Osaka-Sourabaya Line*, via Keelung, Manila, Hongkong (north bound only), Sandakan (monthly—by Osaka Shōsen Kaisha)—Hongkong to Sourabaya, ¥135. (3) *Kobe-Hongkong-Macassar Line* (monthly—by Java-China-Japan Line). (4) *Kobe-Sourabaya Line* (about every six weeks—by Tōyō Kisen Kaisha), via Moji, Dairen, Hongkong, Batavia, Samarang.

7. *Hongkong-Philippine Is. Service*: (1) *Hongkong-Manila-Cebu-Iloilo Line* (every three weeks—by China Navigation Co.)—to Manila, \$55, \$90 return. (2) *Hongkong-Manila Line* (weekly by Indo-China S. N. Co.)—fare as above. Between Hongkong and Manila, service is also maintained by the Tōyō Kisen Kaisha, Nippon Yūsen Kaisha, Admiral Oriental Line, Canadian Pacific Steamship Co., etc., in connection with their Hongkong-American Route and Japan-Australian Route. From Hongkong to Manila, \$75.

8. *Japan, China, and Hongkong-India Service*: (1) *Yokohama-Hongkong-Calcutta Line* (by Indo-China Line—sailings on application)—from Hongkong to Calcutta, \$300. (2) *Kobe-Hongkong-Calcutta Line* (fortnightly—by Nippon Yūsen Kaisha).

(B) *Australian Route*: (1) *Melbourne-Hongkong-Yokohama Line* (monthly—by Eastern & Australian Steamship Co.), calling at Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney. (2) *Yokohama-Hongkong-Melbourne Line* (monthly, by Nippon Yūsen Kaisha), calling at Kobe, Manila, Zamboanga, Thursday Island, Townsville, Brisbane, Sydney. (3) *Hongkong-Melbourne Line* (by Australian-Oriental Line, and China & Australian S. S. Co.—sailings on application).

(C) *North American Route*: (1) *Hongkong-Seattle Line* (fortnightly—by Admiral Oriental Line), calling at Shanghai, Kobe, Yokohama. (2) *Hongkong-Vancouver Line* (fortnightly—by Canadian Pacific S. S. Co.), calling at Shanghai, Nagasaki, Kobe, Yokohama. (3) *Hongkong-San Francisco Lines*: (a) Pacific Mail S. S. Co. (monthly), calling at Shanghai, Kobe, Yokohama, Honolulu;

(b) Tōyō Kisen Kaisha (fortnightly), calling at Shanghai, Dairen, Nagasaki, Kobe, Yokohama, Honolulu ; (4) *Hongkong-San Francisco Line* (about monthly—by Pacific Mail Steamship Co.), calling at Manila and Honolulu only. (5) *Singapore-New York Line* (monthly—by Osaka Shōsen Kaisha), calling at Hongkong, Shanghai, Dairen, Kobe, Yokohama, San Francisco.

(D) South American Route: *Hongkong-Valparaíso Line* (6 trips annually—by Tōyō Kisen Kaisha), calling at Yokohama, Honolulu, San Francisco, Los Angeles, Salina Cruz, Panama, Callao, Iquique.

(E) European Route: (1) *Yokohama-London Line* (fortnightly—by Nippon Yusen Kaisha), calling at Kobe, Shanghai, Hongkong, Singapore, Malacca, Penang, Colombo, Port Said, Marseilles, and also fortnightly—by P. & O. Steamship Navigation Co., calling at Shanghai, Hongkong, Singapore, Penang, Colombo, Aden, Port Said, Marseilles, Gibraltar. (2) *Marseilles-Yokohama Line* (fortnightly—by Cie des Messageries Maritimes), calling at Kobe, Shanghai, Hongkong, Saigon, Singapore, Penang, Colombo, Djibouti, Port Said. (3) *Yokohama-Brindisi Line* (monthly—by Lloyd Triestino S. N. Co.), calling at Shanghai, Hongkong, Singapore, Penang, Colombo, Aden, Massowah, Suez, Port Said. Besides the above, irregular service between London and Yokohama is maintained by the Glen Line & Shire Line Joint Service, Ellerman City Line, and Blue Funnel Line. Between Yokohama-Bremen (by the Hamburg-American, Hugo Stinnes, and Norddeutscher Lloyd Lines—sailings on application)

Communication by Land. The Canton-Kowloon (Hongkong) Railway (p. 380).

Cable Tramway. This tramway, the first on the wire rope system constructed in Asia, starts close to St. John's Cathedral and runs (10 min.) to Victoria Gap on the Peak (1200 ft.), where the power station is located. Passengers can alight at several intermediate stations. The line, 4,906 ft. in length, with a very steep gradient, was opened in 1888—1st cl. return ticket, 50 cents.

The Street Trolley (14½ m.), with a branch line to the Race Course *via* Morrisson Hill Rd., runs from Kennedy Town at the W. extremity of Victoria City to Causeway Bay at the E. end, and beyond, past Quarry Bay, as far as Shau-ki-wan, which is near the Lyee-mun Channel. There is a 5 min. service between Kennedy Town and Causeway Bay (1st cl., 10 cents), and a car every 15 min. between Causeway Bay and Shau-ki-wan (10 cents.).

Places of Interest. *The Peak District*, above the city of Victoria, reached by the cable road above mentioned, contains many handsome residences with easy approach by means of a system of mountain roads. It covers an extensive area and is a popular summer resort for the dwellers in the city below and for

Scale 1:50,000

Japanese Ri

Chinese Li

English Mile

I. Wan-chu-chau



those from neighbouring outposts who can afford to live there, because a complete change of climate can be enjoyed, the temperature being 10° to 15° lower than in Victoria. The district consists of tier upon tier of terraces occupied by spacious houses. The view over the harbour crowded with shipping, native and foreign, the city of Victoria immediately below, and Kowloon beyond, is always one of great interest. At night, the same view with the myriad of electric lights of the city is one not soon forgotten, nor is the view of the city and Peak District from the harbour. A number of invigorating walks may be taken from the upper terminus of the cable line. Proceeding W., and passing Mt. Austin Barracks, a rest-house at the E. end of the district is reached, from where there is a splendid view of the harbour, the mainland, and the China Sea studded with numerous islands. From here, it is about 10 min. walk to the summit of Mt. Victoria (1,823 ft.). Not far from the summit stands Mountain Lodge, the Governor's summer residence, which commands a magnificent prospect of the mountains of the mainland and the islands in the neighbouring seas.

The Botanical Public Gardens (maintained by the Colony), between Upper Albert Rd. and Robinson Str., may be visited from Bowen Rd. station on the way back from the Peak. The gardens are most tastefully laid out in terraces and slopes, with aviaries, orchid houses, and ferneries, and seats at every convenient spot.

Happy Valley and Race-Course, etc. Happy Valley, otherwise known as *Wong-nei-chung*, is a beautiful spot laid out with delightful walks. Here is found the Jockey Club quarters, race-course, grandstand, and stables (annual races, 3rd week of February), the Golf Club links and many other organizations: foot ball, hockey, tennis, bowling, etc. On the right of the valley, along the roadway are the Mahommedan, Roman Catholic, Protestant, Parsee, and Hindoo Cemeteries with their beautiful floral displays. Happy Valley (Pl. O 4) is reached by taking an E. course along Queen's Rd., passing first the Parade-Ground (Pl. K 4) and the Cricket Ground, then the Military Barracks, the Naval Arsenal, the Wellington Barracks (Pl. K 3), and the Military Headquarters (Pl. K 3), and then continuing for about half a mile along the road, which here is lined by Chinese shops.

Bowen Road, at an elevation of 350 ft., is a popular promenade named after a former governor of the colony, along which are beautiful views of the bay and mountains. *China Town* is reached from the Bund by tram-car to Kennedy Town. Here one sees the real Chinese life, with money-changers, tea merchants, provision stores, pottery shops, clothing establishments, etc., everywhere. The merchants' stocks, stored on shelves, are taken down for the inspection of customers. In some of the clothing establishments readymade Chinese dresses, profusely embroidered,

are for sale. Queen's Rd. C. and Des Voeux Rd. C. constitute the busiest Chinese quarters, many large native banks, firms, and brokers' shops being situated on them. Most of the foreign business houses are located in the vicinity of the Hongkong Hotel.

Deep Water Bay and Neighbourhood. On the S. W. coast of Hongkong Is., among a number of very pretty bays, is Deep Water Bay, from which an excellent road leads through delightful scenery to *Stanley Bay*. The white sand beaches of this section are favourite sea-bathing resorts. Near Stanley Bay is the small town of Stanley. *Repulse Bay*, lying between Deep Water and Stanley Bays, is also noted for its splendid views. Here is located the new Repulse Bay Hotel, previously referred to.

Causeway Bay is reached by tram E. from the Bund. In the bay is a sheltered area for ships during typhoons. On the hillside facing the bay are three Taoist temples, one of them, *Tin-hau-kung*, being visited by crowds of votaries on New Year's Day. The Target Practice Ground of the Hongkong Volunteer Corps is not far from the bay.

Quarry Bay (reached by tram) lies between Causeway Bay and *Shau-ki-wan*. The settlement there has grown to be a fair-sized town since the establishment of Butterfield & Swire's sugar-refinery and dockyard.

Shau-ki-wan is a small town, on the bay of the same name, inside the Lyee-mun Channel, at the end of the tram line, 7 m. from Victoria. In the bay is an islet on which is a small, dilapidated old temple, which is regarded with much veneration by the natives.



Junk Harbour, Hongkong

Automobile Trips may be taken on very good roads round the island, and to various points of interest both on the island and the mainland. Hotel and garage managers are pleased to direct visitors to the most interesting places.

Kowloon, the British dependency across the harbour from Victoria, has gradually developed into a populous residential section with good roads and handsome buildings. It is reached by frequent ferry service (10 min.) from Blake Pier (Victoria) to Kowloon Pier, the latter near the Kowloon railway station, at the western end of Salisbury Rd., a beautiful esplanade facing the sea. A walk along this road as far as Blackhead's Point leads to Chatham Rd. (a similar esplanade leading to the old native town of Kowloon, some distance N.W.). Two wide streets running N. from Salisbury Rd., Canton and Nathan Roads, both lead to *Yau-ma-ti*, the principal village. The Kowloon Post-Office is on Salisbury Rd., between Canton and Nathan Roads, the latter traversing the centre of the Kowloon Peninsula. On it are the Indian Troop Barracks, the Parade Ground, a Mohammedan Mosque, the Kowloon School, St. Andrew's Church, the Observatory, and King's Park. The road leads to *Tai-po*, and beyond to the Chinese frontier.

To reach the old native town of Kowloon, Salisbury Rd. is taken as far as Blackhead's Point, thence Chatham Rd. is followed. On the way is passed successively on the left a Roman Catholic Church, Gun Club Hill Barracks, King's Park, and a glass manufactory. Proceeding farther along Chatham Rd., one comes to the village of *Hung-hom*, after which to the Green Island Cement Works, and to the two villages of *Shek-shan* and *Ma-tau-chung*, before old Kowloon town is reached on the latter part of the road running along the shore of Kowloon Bay. The old native town of Kowloon, surrounded by a wall (the walk around it taking about 5 minutes), is now a lonely place because of the development of the new Kowloon city. Formerly the town was protected by a fort, which has, however, been dismantled; one of its guns is now standing in front of the Police Office (formerly the custom-house), by way of ornament. Near Kowloon the Officers' Club has a sporty 9-hole golf course.

If the plans of the "Greater Hongkong" movement succeed, Kowloon is destined to become a great commercial centre through which will move the major part of the trade of south and central China, making it one of the principal ports of the Orient. The projectors of the movement believe that this result will be achieved with the completion of the Canton-Hankow Railway, and the connection of the latter with the Canton-Kowloon Railway, thus making Kowloon, at tide-water, an important terminal. Anticipating the completion of the Canton-Hankow Ry., an army of coolies have been actively at work at Kowloon for

some time levelling and reclaiming land. Huge warehouses are being erected, railway spurs are being run in many directions, and docks are in process of construction.

The New Territory, held under a 99-year lease, is the district behind Kowloon Peninsula, up to a line drawn from Mirs Bay to Deep Bay, and includes the adjacent islands, and Lantau Island—an area of about 376 sq. miles. From S. to N., as far as the Chinese boundary, the district is traversed by a good automobile road—the Taipo Road, which, with the railway, provides facilities for travel to the interior. E. of Taipo Rd. is *Mirs Bay*, where, in 1898, Admiral Dewey, U.S.A., sheltered his small fleet before attacking Manila.

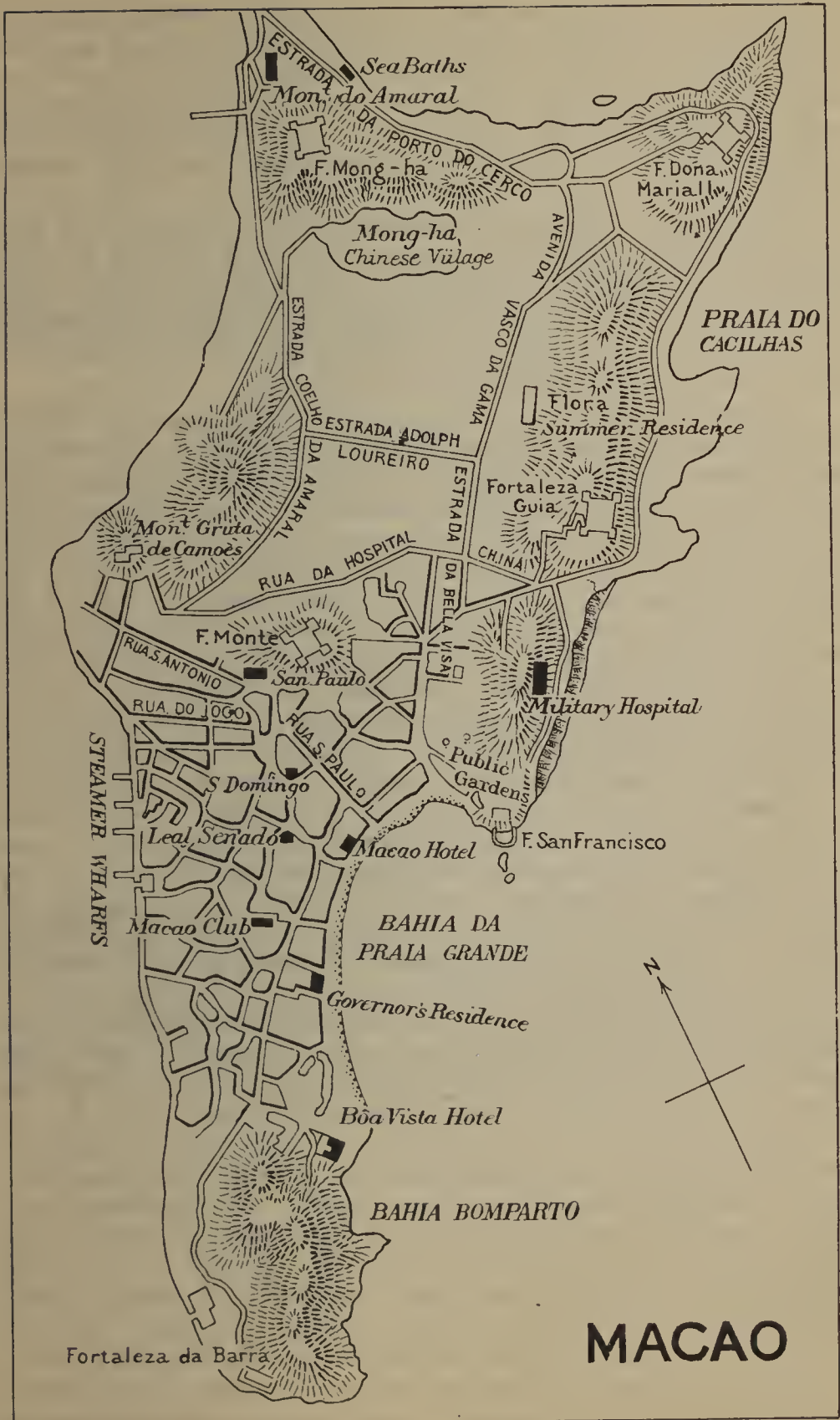
Among the islands and islets near Hongkong belonging to Great Britain the most important is *Stone-cutters Island*, $\frac{3}{4}$ m. from the N. W. end of Kowloon Peninsula. It is 1 m. long, $\frac{1}{4}$ m. wide, and is strongly fortified; no one is allowed to visit the island without a permit from the Hongkong government. *Kellett Island*, near E. Point, Hongkong, is utilized for storing powder. *Green Island*, at the W. entrance to the harbour of Hongkong, is well wooded, as its name implies. There is a lighthouse at its S.W. corner. On *One Tree Island*, at the entrance to Aberdeen Channel, there is a magazine for explosives. *Aplichau Island*, off the town of Aberdeen, is the home of a considerable fishing population. *Lantau* and *Lamma Is.* were acquired by Great Britain in 1898, under a 99-years' lease, at the same time as the "New Territory." These islands are very sparsely populated. In area, Lantau is larger than Hongkong.

MACAO. 澳門 *

Hotels: The Bôa Vista Hotel (rua do Tanque de Mainato), New Macao Hotel (Praia Grande), and Occidental Hotel (Praia Grande), \$6 and upward.

Macao, a Portuguese settlement, located on a tongue of rocky land running S.S.W. from the island of *Heung-shan* on the W. side of the estuary of the Canton River, is 40 m. from Hongkong, which is on the E. side of the same estuary. Hongkong and Macao are connected by daily steamer service (the Hongkong, Canton, & Macao S. S. Co.), the passage requiring $3\frac{1}{2}$ hours—fare, \$4, return \$7. The first part of the trip from Hongkong, through channels winding between the islands adjacent to Hongkong, affords interesting scenery,—first along Sulphur Channel, then that along the channel between Cheung-chau and Lan-tau. On the W. coast of the former island is a large village. After crossing the estuary of the Canton River (*Chu-kiang*),

* 澳門 ("Gateway to the Bay")



the steamer, upon approaching Macao, makes a sweep round the peninsula on which that city is situated, and, passing the Fort of St. Thiago da Barra, anchors at the inner port. The city is built on the side of a hill, about 300 ft. high, and from the ship it may be seen in a glance—and it is a picturesque view. Between Macao and Canton, 88 miles, there is a daily steamer service.

Before the Portuguese occupied the place, Macao had long been known to seafarers as a safe haven of refuge. At first the Portuguese obtained a footing on a vacant place near the shore, under the pretext of drying wet cargo, and in 1557 were permitted by the Chinese government, then under the Ming Dynasty, to erect factories, upon payment of Tls. 20,000.

Macao was the only open port in China before the cession of Hongkong to Great Britain. When the Manchu régime (1662) was ushered in, the Portuguese entered into a new arrangement with the government of China, whereby they agreed to pay an annual land tax of Tls. 500, and to confine their activities within an area bounded by a barrier gate about 40 m. E. of the city, and another gate 5 m. farther east. The gates were opened six times a month, when the Portuguese were supplied with rice and other necessities. After the establishment of the Maritime Customs Service under Sir Robert Hart, the Chinese government consented, in 1887, to recognize the place as a Portuguese possession, the Portuguese authorities at Macao, on their part, agreeing to aid in suppressing the smuggling of opium.

America seems to have been the first power to commission a consul to China. In 1790, Major Samuel Shaw, then a resident of Canton for six years, was appointed consul for that city by President Washington. Other countries do not appear to have commissioned consuls until after the Treaty of Nanking (1842). On July 3, 1844, the famous Cushing treaty, drafted by Caleb Cushing (afterward Attorney-General of the United States), was consummated between China and the United States. This, the first Sino-American treaty negotiated, is said to have been signed at a temple, still in good condition, located in Mong-ha, then a separate village but now a part of Macao.

With the rise of Hongkong and the opening of Canton to foreign trade, Macao's pre-eminence as a treaty port was lost, and its prosperity began to decline rapidly. The authorities are now earnestly endeavouring to revive the prosperity of the place by dredging and otherwise improving the harbour. The colony has an area of 3 sq. m. and a total population of about 84,000. According to the returns of the Chinese Customs, the total amount of its trade in 1920 is estimated at Hk. Tls. 16,000,000.

Macao is popularly known as the "Monte Carlo of the Orient"—there being several large gambling establishments.

conducted under Government control, the licenses providing a considerable revenue to the colonial treasury. Besides licensed gambling houses, the government conducts a lottery. The lots are drawn once a month, the highest prize being \$150,000. Through the receipts derived in the past from the opium, fantan, and lottery monopolies, the colony, to its own detriment, has long been a ready loaner to other Portuguese possessions, as well as to Portugal. In 1922 the Director of Finance stated that the total of these debts owned by Portuguese possessions alone in India, Mozambique, Angola, St. Thomas, Cape Verde, Guinea, and Timor, amount to over \$1,450,000, or, in Portuguese currency, to about 20,000 contos.

Consulates: Belgian, French, Italian, Japanese, Dutch, and Siamese.

Places of Interest. *The Stone Facade of the Collegiate Church of St. Paul* is interesting, it being all that remains of the once beautiful church which was destroyed by fire in 1835. Of the 20 pillars, the upper ten are Corinthian, the lower ten Ionic. On the wall are statues of the Virgin and St. Paul. The church is in course of rebuilding. *Fort Guia*, on Mt. Guia, is the most conspicuous of the several forts of Macao, though the fort at San Paulo do Monte is the largest. On the same hill is a lighthouse, which, by its revolving light, illuminates the town at night.

Camoens's Garden is entered by a gateway near the British Chapel. A path lined by large banyan and jack-trees (breadfruit family) leads to Camoens's Grotto. In this grotto (according to tradition), Luis Camoens (1524-1580), the great Portuguese poet, wrote his famous poem "The Lusiads," wherein he sings of the glorious exploits of his countrymen in the Indies and elsewhere, in the days of his country's colonial greatness. In the grotto is a bust of the poet, on the pedestal of which is inscribed an extract from "The Lusiads."

The Hot Spring of Yung-mak, about 16 m. N.N.W. of Macao, is easily reached by steam-launch. The hot water at its source has an average temperature of 170° F.; it is colourless, with a slightly salty taste.

Route XXIII. Hongkong to Canton

Travellers who visit Hongkong should by all means also visit Canton, the great city and market of South China, which may be reached either by rail or steamer.

By Railway between Hongkong and Canton. The Canton-Kowloon (Hongkong) Railway, from Kowloon to Canton, is 111 m. long. Of this total length, 22.24 m. (as far as the Shum-chun River, which is the boundary of the British "New Territory"), belong to the Hongkong Government, the rest of the line, from the Shum-chun to Canton (88.73 m.), was built and is owned by the Chinese Government. It may be mentioned that in 1899, an Anglo-Chinese corporation entered into a contract with *Shêng Hsüan-huai*, the then Minister of Railways, at Peking, to build the line. The plan encountered strong opposition from the people of Kwangtung, who disliked the idea of the line being built by a foreign company, and finally it was agreed that the British section of the corporation should build and own that part of the line lying within the British leased territory, between Kowloon and the *Shum-chun* River, and the Chinese portion, between the Shum-chun and *Canton*, should be built and owned by the Chinese.



Hongkong Canton Ry. Station, Canton

The Kowloon-Shumchun section was completed in October 1911, the work having been commenced in 1906. In this section there are nine stations, and from *Fan-ling* (18.73 m. from Kowloon) a Branch Line runs to *Sha-tau-kok* on Starling Inlet, Mirs Bay. Owing to the hilly nature of the country there are five tunnels in this short section of less than 20 m.; the longest is 7,250 ft., the others being from 150 ft. to 924 ft. The section

between Shum-chun and Canton traverses a comparatively level region. This work was begun in 1907 and completed at the same time as the British section. The only important piece of engineering in this section is a bridge, 800 ft. long, across the *Tung-kiang*, or "East River." There are 27 stations in this section, the terminus on the Canton side being at *Tai-sha-tau*, outside the old E. Gate of the city. The railway will become of great importance when the Canton-Hankow Line is completed, because practically it will be a continuation of that long trunk line and will connect Hongkong with Hankow, Han-yang, Wuchang, and Peking.

Through Trains. Between Kowloon and Canton there are run daily two Express Trains (one in the forenoon, one in the afternoon) and one ordinary through train from each terminal; the Fast Express covers the distance in 4 hours. The express rates are: *single*, 1st class, 5 Hongkong dols. (5.35 Canton dols.); 2nd class, 2.50 Hongkong dols. (2.70 Canton dols.); 3rd class, 1.10 Hongkong dols. (1.20 Canton dols.); *return ticket*, 1st cl., 8 Hongkong dols. (8.55 Canton dols.); 2nd cl., 4 Hongkong dols. (4.30 Canton dols.); 3rd cl., 1.80 Hongkong dols. (1.95 Canton dols.). Holders of these tickets are not permitted to break their journey at intermediate stations. The daily express service of corridor trains, with kitchen car attached, enables passengers to order meals en route. **Local Trains:** Between Kowloon and Shum-chun station, 7 trains daily each way; between Shum-chun and Shek-lung, 1 train daily; between Shek-lung and Canton, 1 train daily.

Special 1st class Interchangeable Rail and Steamer Tickets, enabling travellers to journey one way by rail and return by river steamer, or vice versa, are issued for 11 Hongkong dols. (11.80 Chinese dols.).

Tickets are issued for the whole way on either the British or the Chinese section. The Chinese Maritime Customs' officials examine the baggage (either at Kowloon or Canton) of travellers coming from the Hongkong side, and at Canton or Kowloon (or on the train) of those coming from Canton way.

The crossing between Hongkong and Kowloon is made by ferry steamers, which ply constantly between the wharf on Connaught Rd. and the Kowloon Wharf.

Description of Route. Section between Kowloon and Shum-chun. Leaving *Tsim-sha-tsui*, the terminal station on the Kowloon side, the Signal Station ($\frac{1}{3}$ m. from Tsim-sha-tsui) is soon passed, thence N. along Hung-hom Bay, to Hung-hom Station, where the sight of the blue waters of the harbour of Hongkong is lost. Crossing Chatham Rd., a mountainous region is entered. After leaving the longest of the five tunnels, the blue water of To-lo Harbour is seen, and, surrounded by hills, it looks

like a mountain lake. The numerous fishing-boats engaged in line and net fishing make the view picturesque. The flourishing town near the shore is Tai-po Market. After passing it, the train winds through long valleys, containing patches of rice lands in the midst of a hilly country, to *Fanling*, near which is one of the links of the Royal Hongkong Golf Club, considered the best 18-hole course in the Orient. Leaving Fanling, where the Branch Line to Sha-tau-kok starts, wide plains on mountain sides are traversed, and, finally passing by Sheung-Shui station (20.24 m. from Kowloon), near which is a cricket field, the frontier station of Shum-chun is soon reached.

Shum-chun 深圳 (22.24 m. from Kowloon), also known as *Lo-wu*, is a populous town in the midst of a mountainous country. As the town is near the boundary of the British leased territory and the province of Kwangtung, a custom-house is located here.

Section between Shum-chun and Shek-lung. This Chinese territory is a wealthy country, as may be judged from its thriving villages and towns. At first the way is through a mountainous region to *Li-long*, a prosperous village containing houses roofed with blue tiles, and surrounded by plastered, white walls. At *Tin tong-wai* there is a somewhat wider prospect, of a distant range of mountains, broad plains and hills, villages, and paddy-fields. Crossing a river at *Shek-ku*, on the right is a tall, square-shaped brick house, like a big pillar; this is a pawnbroker's establishment, a style of building peculiar to the pawnbroker's business in Kwangtung Province. Beyond the next station, Sheung-ping, the railway runs through wide, fertile plains in which are paddy-fields, sugar-cane plantations, marshes, and groves of *lichee* and *lungan* (Chinese nuts). Crossing the *Tung-kiang*, or "East River," by a steel bridge (800 ft.), the train arrives at *Shek-lung* 石龍 (70.8 m. from Kowloon), a town with a population of about 5,000. It is an important local market, due to the brisk junk traffic on the Tung-kiang, which empties into the estuary of the Canton River, and this commerce makes Shek-lung even more prosperous than the prefectural town of Wai-chan.

Section between Shek-lung and Canton. In this section the line traverses extensive low plains, mostly cultivated paddy-lands, interspersed here and there with luxuriant groves of *lichee* and *lungan* trees, the latter being particularly noticeable in the neighbourhood of *Nam-kong*. The tall pagodas seen in the numerous villages add interest to the views. *Canton Station* of the Canton-Kowloon Railway is outside the E. Gate of the city. *Conveyances*: see p. 385.

Steamer Route between Hongkong and Canton. On the Canton River, or *Chu-kiang* ("Pearl River") water route, between Hongkong and Canton - $78\frac{1}{4}$ nautical miles ($89\frac{1}{4}$

statute m.), there are two steamer lines. Of these the Hongkong, Canton, and Macao Steamboat Company (*Shang-Kong-O Lun-shün Kung-sze*) owns five vessels, which perhaps have the best accommodations. Two of these steamers leave Canton and Hongkong daily, except on Sundays (when there is only one sailing). *Fare*, \$5; *meals*—breakfast \$1, luncheon \$1.25, and dinner \$1 50; return ticket, \$8. The other company, the Yuen-on S. S. Co., owning two steamers, makes one sailing from Hongkong and Canton every day with the exception of Saturdays from Hongkong and Sundays from Canton (*Fare*, \$5, meals extra). The passage between Hongkong and Canton requires as a rule 7 to 8 hours.



"Typical Avenue," Canton

Description of the Route. Leaving the pier at Hongkong, Green Island and Sulphur Channel are passed on the left; on the right is Stonecutters Island. Beyond the latter rises *Tai-mou-shan* (3,000 ft. above sea-level), a beautiful mountain on the mainland. Next a narrow channel, called *Kap-shui-mun*, or the "Rapid Water Gateway," is entered between *Lan-tau* and *Ma-wan* Islands, this being the entrance to the Inner Harbour of Hongkong from Canton way. Beyond the channel is the Outer Harbour. On the left are two small islands, the *Brothers*, and to the right, just ahead, is a hill known as Castle Peak. The country beyond is good snipe ground, a favourite shooting resort for the foreign residents. Soon, on the right, the steamer passes the mouth of a bay, known as "Deep Bay;" a line drawn almost due E. from its E. extremity to Starling Inlet, Mirs Bay, on the far side, marks the boundary between the British leased territory and Kwangtung Province. Deep Bay, by no means deep, is an

excellent netting ground for Chinese fishermen. On the top of a promontory at the entrance to Deep Bay stands a well-known temple, *Tin-hau-kung*, dedicated to the goddess *Tien-Shang Shên-mu*, the protectress of seafaring men (*Fête*, 23rd day of the 3rd Lunar month). From here the lighthouse at the entrance to Macao (S. W.) may be seen on a clear day.

Proceeding northwestward, on the left are two rocks rising from the sea, and to the right is *Tai-cham Bay*, with the town of *Nam-tau* on its E. shore. Next the town of *Fan-shek* is passed, and in an hour and a half the steamer enters the mouth of the Chu-kiang, or "Pearl River," also called the Canton River. The waters along the coast between Fan-shek and the mouth of the Chu-kiang were formerly a favourite rendezvous of pirates, but nowadays, instead of dreaded pirate vessels, innumerable fishing boats are seen.

The entrance to the Chu-kiang is known as *Bocca Tigre* ("Tiger's mouth"), or *Bogue*, and is guarded by two fortresses, one on each side. There are also fortresses on numerous islands in the river. Of these Islands, the first is *A-nung-hoi*, on the right, then *Hu-tao*, or "Tiger Island," an islet of red sandstone in midstream, dividing the river into two channels. Steaming on for $10\frac{2}{3}$ m. *Second Bar Pagoda* is reached and shortly afterward the ships anchored at Whampoa can be seen. This part of the route is in the midst of extensive plains, which are fertile rice-lands. Cutting through the plains on the right and flowing into the Chu-kiang is the East River, which rises in the mountains of Eastern Kwangtung. The lands on the left, styled the "Treasury of Kwantung Province," consist of silt deposits formed by the West River, or *Sai-lông*, flowing from Western Kwangsi. Above the Second Bar Pagoda the river becomes narrower, and on both sides are numerous villages, rice-fields, and banana and lichee plantations, and soon the E. end of a large island, *Ho-nam-tau*, which extends to Canton, 10 m. upstream, is reached. This long island divides the river into two waterways, the N. and S. channels. At the head of the N. Channel lies *Sha-meên*, an island on which the Canton foreign settlement has grown to its present size. Below Sha-meên, opposite the N. end of Ho-nam-tau, extends the Bund of *Cheung-tei*, at the W. end of which are the piers of the Canton-Hongkong passenger steamers. The river near the city presents a busy scene of junk traffic—one of the interesting sights of Canton. The huge five-story pagoda, near the N. wall of the city, is one of the most striking sights of Canton as the city is approached by steamer.



Route XXIV. Canton (or Kwang-tung*)

Arrival. Travellers by rail from Hongkong alight at Taishatau ("East Gate") Station (Pl. H 4), on the E. outskirts of the city. Those arriving by steamer land at the wharf at the W. end of *Cheung-tei* ("Long Bund"), a macadam road two miles long which extends to Taishatau station. This beautiful road is flanked on one side by the *Chu-kiang*, or Canton River, with its numerous junks, on the other by substantial buildings (theatres, teahouses, restaurants, and bazaars), and by a bridge over the Sai-hou canal ("Western Moat"), at the W. end of the Bund, it leads to *Sha-kee-to-tau*, where are wharfs belonging to the various steamship lines operating between Canton and Hongkong, between Canton and Macao, and between Canton and Wu-chow. Here also is the office of the Maritime Customs (Pl. D 6). Going farther W. and crossing another bridge over a channel of the Chukiang the way leads to *Sha-meen* (Pl. C 6), the Foreign Settlement of Canton, which belongs partly to Great Britain and partly to France. Instead of crossing the bridge to Sha-meen, the road can be followed to *Shép-pat-pou* (Pl. C 5), *Sai-kwan*, a very busy section of Canton. Ho-nam, a growing place on a large island of the same name, S. of the wharfs, may be reached by sampan. **Motor-cars, Rickshas, Chairs, Sampans, etc.** *Motor cars* are available at \$4-5 an hour. Since 1920 a motorbus service has been operated by the Kwangtung Tramway Co. from *Taishatau* station over the *maloos* (boulevards) of the city. Fares, 10 cents, 1st. cl.; 5 cents, 2nd. The busses are like long street cars, and have trailers attached.

In 1919, a 20-year concession for this service was granted the company upon payment of one million Hongkong dollars, which money was expended in razing the old city walls, filling moats, and in the construction of boulevards. It is the intention of the company to lay down 10 m. of rails (double track) and after replacing the rubber tires with steel ones, the busses will be run by their own power. *Rickshas* between the Ry. Station (*Tai-sha-tau*) and the W. end of *Cheung-tei*, 20-30 cents, for a shorter distance, 10 cents; *chairs* \$2-3 a day, available all over the city, even through its narrow streets; *sampan*, 10 cents between *Sha-meen* and *Ho-nam*, 20 cents for a longer distance.

Hotels: *European*—Victoria Hotel (British; Pl. C 6), on *Sha-meen*; \$8-15. *Japanese*—Nippon Kan (or *Yat-pun-kun*) and Tōyō Hotel (both in *Ho-nam*), Hōrai-kan, and Canton Hotel; \$3-5. *Chinese*—Tong-a-tsau-tin, on *Cheung-tei*, is the largest, \$2-10. The hotels furnish guides for visitors. **Restaurants:** *European Food*—at Victoria Hotel; *Japanese Food*—at Japanese hotels; *Chinese restaurants* are located on *Ui-lan-kai* street in *Sai-kwan*, W. of the old city.

Custom-Houses: Yüt (Yüeh) Hai-kwan, near the wharfs at *Sha-kee-to-tau*, with a branch office at the railway station (*Tai-sha-tau*).

Consulates: American (*Tai-Mee-kwok Ling-sz-chü*), Belgian (*Tai-Peh-kwok Ling-sz-kun*), British (*Tai-Ying-kwok Tsung-Ling-sz-chü*), Dutch (*Tai-Wo-kwok Ling-sz-kun*), French (*Tai-Fat-kwok Ling-sz-chü*), German (*Tai-Tuk-kwok Ling-sz-jun-chü*), Italian (*Tai-I-tai-li Ling-sz-kun*), Japanese (*Tai-Yat-pun Tsung-Ling-sz-kun*), Portuguese (*Tai-si-Yueng-kwok Chung-Ling-sz*), Swedish (*Tai-Sui-tin No-wqi-kwok Ling-sz-kun*), Russian (*Tai-Ngo-kwok Ling-sz-chü*): all situated on *Sha-meen* (Pl. C 6).

* 廣東 ("Broad East"—City)

Banks:—Foreign: Bank of Taiwan (*Toi-wan Ngan-hong*), Hongkong & Shanghai Banking Corporation (*Heung-kong-Sheong-hoi Ngan-hong*), Chartered Bank of India, Australia & China (*Cha-ta Ngan-hong*), Asia Banking Corporation (*Mee-kwok-yu-hwa Nang-hong*), International Banking Corporation (*Man-kwok-bo-tung Ngan-hong*), Banque de l'Indo-Chine (*Tong-fong Ui-li Ngan-hong*); all on Sha-meen (Pl. C 6). **Native:** Modern—Bank of China (on *Cheung-tei*, Pl. E 5), Bank of Canton, Canton Industrial Bank; Old-style:—*Tsin-chong* are money changers, each with a capital of from Tls. 10,000 to 100,000; *Ngan-chong* are engaged in ordinary banking business; *Piu-chong*, also known as *Ui-toü-kuk*, are Shan-si banks, which do an exchange business, with correspondents throughout China.

Leading Firms

Albert & Wulschleger Ancienne Maison, or <i>Pao-lun</i> (Silk merchants)	B. Christiansen (General merchants, Shipping-agents)	Loxley & Co.
Arnaud-Coste (Silk merchants)	Colonial Stores (Wines & Spirits)	Madier Frères & Cie (Raw silk)
Andersen, Meyer & Co. (Engineers, Exporters & Importers)	Deacon & Co. (Shipping agents)	Manners & Backhouse (Importers & Exporters)
Arnhold Brothers & Co., or <i>On-lee-ying-hong</i> (Merchants & Engineers)	Dent & Co., Herbert (Silk and Tea)	Mehta, M. N., or <i>Chong-lee</i> (Agents)
Asiatic Petroleum Co., or <i>Ah-si-ah</i>	Dialdas & Sons (Silk merchants)	Mitsubishi Trading Co. (Importers & Exporters)
Bardy & Co. (Embroideries)	Dodwell & Co. (Shipping & Insurance Agents)	Mitsui Bussan Kaisha (do.)
Bomanjee & Co (Agents)	General Silk Importing Co.	Nippon Yûsen Kaisha
Boyer, Mazet & Co., or <i>Lun-tai</i> (Raw silk)	Gerin, Drevard & Co. (Silk merchants)	Nordisk Fjerfabrik (Exporters & Importers)
British-American Tobacco Co.	Griffith & Co. (Silk merchants)	Osaka Shûsen Kaisha
Brunner, Mond & Co. (Alkali products)	Holland-China Trading Co.	Parsee Trading Co. (Wines & Spirits)
Butterfield & Swire, or <i>Tai-koo</i>	Humphreys & Co. (Agents)	Peiss & Co. (Silk merchants)
China Merchants' S. N. Co., or <i>Lun-shun-chiu-sheunwug-kuk</i>	Huygen, G. E. (Exporter & Importer)	Ross & Co (Machinery, Motor cars)
	Jardine, Matheson & Co., or <i>E-wo</i>	Shanghai Life Insurance Co.
	Kavarana & Co. (Agents)	Shewan, Tomes & Co. (Merchants)
		Standard Oil Co. of N.Y.
		Vacuum Oil Co.
		Watson & Co. (Druggists)

Currency: *Paper-money*, consisting of notes of \$500, 100, 50, 25, 10, 5, and 1 values, issued by the Hongkong & Shanghai Banking Corporation, Chartered Bank of India, Australia, & China, International Banking Corporation, etc., and other notes of 10, 5, 1 *Yüen* (dollars), issued by the Provincial Government of Kwangtung; *Silver coins*, \$1, 50, 20, 10, and 5 cents issued by the Hongkong Mint, and others (\$1 or *Shing-Yüen*, 20 cents or *Yat-ho*, and 5 cents or *Pun-ho*), issued by the Kwantung Government; the 10 and 5 cent pieces of the former class are the coins most commonly used, of the latter the 20 cent pieces; *Copper coins*, consisting of 1 cent pieces and old copper cash (*wên-chien*) with a square hole in the middle, valued at 1/10 of a cent.

Weights and Measures: *Linear Measures*:—the unit is the *Chih* (Chinese foot);—the tailor's *chih* equals 14.8 Eng. inches., the carpenter's *chih* equals 12.7 Eng. inches, and the merchant's *chih*, 14.1 in.; *Capacity Measures*:—10 *kop* equals 1 *shing*; 10 *shing* equals 1 *tau* which equals 2.26 Eng. gallons; the measures, made of bamboo tubes, are used for measuring grain. *Weights*:—16 *liang* equals 1 *kên* (catty); 10 *kên* equals 1 *tan* (picul); 1 *tan* or picul equals 133 $\frac{1}{3}$ lbs.

Post-Offices: General Post-Office (*Kwangtung Yau-ching-kuk*; Pl. D 6) in Sai-kwan, with branches in Ho-nam, Lai-chukiu, Wong-sha, Wa-ning-li, Tai-luk-pou, Tai-sha-tau, etc.

Telegraph: Chinese Telegraph Administration Office in Namkwan (Pl. E 5)—with a branch office on Sha-meen—is in communication by land with Hongkong, Macao, Amoy, Wu-chow (on the West River), Lei-chow (in Kwangsi), Nan-an (in Kiangsi), etc. The telephone service, opened in 1906, now has numerous subscribers.

Newspapers: The *Canton Times* (Chinese owned) is the only English language newspaper in the city. Native:—Tsatsêp-i-hong Shong-pou, Tsung-shong-ui, San-pou, Tai-kung-pou, On-nga-pou, all in Tsat-pou; Wa-kwok-pou (in Pat-pou); Kwok-pou (in Tai-ping-lou); Shi-mên-pou (in Shêp-pat-pou).

Souvenirs: Comestibles,—*lichee* and *lungan* (Chinese nuts), candied ginger (*mi-tsin-tong-king*), smoked young ducks (*pui-âp-tsai*), canned rice-birds (*kun-tau Wo-wa-tsok*); articles made of



Shameen—foreign concession—Canton

ivory, tortoise shell, precious stones, sandalwood, turquoise jewelry, gold and silver ware, goose-feather fans, and silk fabrics. Canton's blackwood furniture is the best in China, and its lacquer, pottery, and stoneware have a wide reputation. One of its specialties is the inlay on silver of kingfisher's feathers.

Itinerary Plans. *For one day*, Sha-meen, Wa-lam-tsz (famous for its 500 Arhans, or immediate disciples of Buddha), Kwong-hau-tsz, Kwong-tap, Wa-tap, Ng-sin-kwan, Shing-wong-miu, Tong-chung-ti-lau, Roman Catholic Cathedral, Jewelry Shops on Yuk-tsz-hong and Tai-sên-kai streets, Cheung-tei.

For six days: 1st day, Chêng-ka-tsz, Yau-tsai I-yüen, Chên-ka-miu, Liang-kwang Tai-hok-tong (college), Wa-lam-tsz; 2nd day, Jewelry Shops on Chang-yüen-fong and Tai-sên-kai, Roman Catholic Cathedral, Tong-chung-tik-lau, Ng-sin-kwan, Kwong-hau-tsz, Wa-tap, Kwong-tap; 3rd day, Cheung-tei, Pok-tsai I-yüen (hospital), Pat-yêp Ui-kun, Sin-shi Kung-sz, Ho-nam (Hoi-tung-sz, Ho-nam Hei-yüen, Hai-kwan Club); 4th day, by rail (Samshui Branch) to Fat-shan and Sam-shui; 5th day, trip by the Canton-Hankow Railway as far as it is operated; 6th day, visit to Pok-wan-shan, by chair or horse, visiting the "72 Heroes" monument on the way. These places are described farther on, under Places of Interest.

Situation and History. Canton is situated on the left bank of the *Chu-kiang*, or Pearl River, in lat. 23°7'N., long. 113°14'E., and is 78 m. distant by water (covered in 7-8 hrs. by steamer) from Hongkong, 111 m. by rail (covered in 4-6 hrs.). The city proper, about 2 m. long and about 6½ m. in circumference, was formerly enclosed by walls. The suburbs spread along the river for nearly 5 miles.

—In the time of Chou, the region where Canton is now situated was known by the name of *Nan-hai* ("S. Sea"), and the city as *Nan-wu*; later the region became known as *Po-yüeh*, forming a semi-independent tributary state of the Empire. The place became a province under the Chin 秦 Dynasty (255-206 B. C.) and, though later it threw off the rule of the Hans for a short time, it was soon subjugated, again becoming a province. The place was called *Kwang-chow* ("Broad District") in the centuries of trouble preceding the Sui Dynasty, the name being changed under the latter to *Fan-chow*. The old name of Kwang-chow was resumed under the Tang Dynasty. In the Ming Period the government created the province of Kwangtung—the city under its new title of Kwangtung becoming the capital of the province. Since then no change has taken place. *Canton* is the foreign rendering of *Kwangtung*. Based upon ancient legends it is sometimes called the City of Rams and the City of Genii (see Ng-sin-kwan, p.404). The people of this region have always been noted for their independent spirit, and in their attitude and interest in politics appear to be different from the Chinese in the north. In 1911,

on the outbreak of the revolution which overthrew the Manchu Dynasty, Canton became a stronghold of the revolutionaries. This wealthy city, with its strong republican trend, did much to influence the course of the revolution, although it remained comparatively quiet when the general uprising occurred. Early in the year the Manchu general was shot, and in May an assault was made on the Viceroy's yamen, but prompt action of the armed forces prevented a general uprising. Later in the year the new Manchu general was assassinated by a bomb, and an attempt to assassinate Admiral Li, who checked the May uprising, was nearly successful. However, in October, when the revolution reached its climax, the Viceroy, realizing the futility of attempting to maintain Manchu authority with troops saturated with sedition, among a population imbued with revolutionary ideas, transferred the government to the revolutionary leaders, and without loss of life the province became independent. Subsequently, Canton suffered from spasmodic fighting. In 1913, when rebellion broke out against the alleged dictatorship of President Yuan Shih-kai, an expedition, in course of organization for the purpose of proceeding north to punish Yuan Shih-kai, was dispersed by General Lung Chai-kwong of Kwangsi, who remained loyal to the central government, his large force gradually restoring peace and order in the city after some fighting and the suppression of widespread looting. In 1916, when Yuan Shih-kai attempted to usurp the throne, General Lung Chai-kwong was branded a traitor by the ex-Viceroy Shum, who had maintained his command of the rebel forces opposing Yuan Shih-kai, and Shum's large army attacked Canton. Fierce fighting ensued and the city's business life was suspended for a considerable time, until the situation was cleared by the transfer of General Lung to another post. After that disturbance the political situation became mixed. A military government was formed on a Constitutional basis, and the South became completely severed from the North; the Southern Republic was formed with Dr. Sun Yat-sen, the first Provisional President of China, as the head, strongly supported by the late Dr. Wu-Ting-fang, who was a power in the old political life of China and once Chinese ambassador to the United States.

Climate. Canton has a long summer, which begins in April and ends in October. In July and August the mercury often registers more than 100° Fahr. in the shade. Compared with other parts of the province, the lands bordering the river are much cooler. Sha-meen Is., the settlement quarter, has only two or three days in the year when the thermometer rises above 100°. At the end of summer, Canton, in common with the neighbouring region, suffers from destructive typhoons. Autumn begins in November and lasts till January; Spring, the rainy season, begins in February and lasts throughout March. There is practically no winter.

Hygiene and Medicine. A great deal of attention is being paid to hygienic matters. The police office employs a large number of coolies, who are constantly engaged in keeping the streets clean, and, as a precaution against bubonic plague, tin boxes are placed at the corners of streets for the reception of dead rats, which are then collected and burned. For drinking purposes the people of Canton formerly depended on water brought from springs or rivers on the hillsides, but since the completion of waterworks in 1907 there is a plentiful supply of excellent water.

Hospitals: Protestant institutions: *Pok-tsai I-yüen* (Pl. E 5); in Yen-tsai-Tai-kai, Cheun-tei *Yau-tsai Hospital* for female patients (in Sai-kwan); Roman Catholic:—*Tau-mei Hospital* (in Pou-tsin-kai) and several dispensaries, the *Kau-shin-tong*, *Ai-yuk-tong*, etc. Of all the hospitals, the first-named, Pok-tsai I-yüen, is considered the best-equipped. There are many Chinese physicians in practice and several dentists, as well as one Japanese physician.

Population. Till a few years ago the population of Canton had been variously estimated, some placing it as high as 2,500,000, others between 1,600,000 and 1,800,000. In 1913 the Canton police authorities estimated it at 670,000, of which 50,000 were inmates of boats (the *Tan-min**) on the Chu-kiang. If the earlier estimates were too large, the police report seems to be too small. The most probable total is about 1,000,000, of which 120,000 have their home on the water. This latter figure is subject to considerable change according to the season. The foreign residents number about 700, who mostly live on Sha-meen Island. There are also a number of Japanese. The Chinese in the United States practically all come from Canton and Kwangtung Province, and with their Fukien neighbours have also settled in Hawaii, the Philippines, and largely in Java, Siam, and other Far East countries. Kwangtung Province also contains a large population

* **The Tan-min** are a class of people who live on boats, where they are born, married, and die; they have their own priests, beggars, and workmen, in fact every phase of life on land has its counterpart among these people. They also live at Ning-po, Foo-chow, Wu-chow (on the West River), and have always constituted a class by themselves, social outcasts, who were not allowed to intermarry with the ordinary population. Under the republican regime they were enfranchised in the eyes of the law. Their origin is unknown, but it is generally believed that they are partly descended from political refugees, who, at various times and under different circumstances attending the past dynastic changes and political troubles, fled to those southern waters. The singing girls, *Tan-ka-mui*, attached to the once well-known and numerous "flower-boats" (completely destroyed by fire some years ago) came from this class of people. The Tan-min engage in the carrying trade, sometimes plying between Canton and Hongkong. To them also belong the sampans for the conveyance of passengers from one point to another on the Ghu-Kiang river. The women work the hardest, manipulating the clumsy oars easily as they row or scull their lumbering boats about the river. These people, providing a panorama of life as it was centuries ago, have made the river life at Canton both unique and interesting.

of Hakkas, regarded by the Cantonese as aliens. These people, generally living in scattered mountain villages and hamlets, are a sturdy people, agriculturists mainly, better educated than the dwellers on the crowded plains. They are keen business men. Most of the coolies whose labour built the railroads in the western states of the United States were Hakkas.



Boat Communities on the Pearl River—p. 390

General Description. On February 15, 1922, Canton, or Kwang-tung, as the natives call it, celebrated its first anniversary as a modern municipality. While Canton was the headquarters of the Southern Government of Sun Yat-sen, and under a commission form of government, sweeping reforms were instituted and a great deal was done toward reconstructing the city on modern lines. In about eighteen months, or until the overthrow of the Southern Government, Canton, one of the worst-governed cities in China, became the best-governed. When the commission undertook the administration of the city there was only one really wide street in this congested city of over a million—the Bund on the water front, where most of the foreign business enterprises are concentrated. In the period named, the commission constructed more than 24 m. of wide, modern roads, most of them suitable for automobiles and heavy traffic; and sections where visitors formerly had to be carried in sedan chairs are now crowded with motor cars and omnibuses. To build these roads more than 3,000 houses were torn down, 1,300 ft. of disused canals was filled in, and $6\frac{1}{2}$ m. of the city wall was pulled down to furnish ballast for the roadbeds. The cost of this work was paid for from funds received from the sale of the concession for operating a street car service—see p. 385.

The old city walls were completed in the 16th century, under the Ming Dynasty. They were built of brick, stone, and mud, and were 25 ft. high, 15 to 25 ft. wide, 10 m. in circumference, and were pierced by 17 gates, besides 2 water gates. Canton then comprised the area within the city walls, and the four outside districts of *Tung-kwan*, *Sai-kwan*, *Nam-kwan*, and *Sha-meen*, the foreign settlement; *Ho-nam* and *Wa-ti*, towns across the river, are also considered as a part of Canton.

Other innovations established by the commission were a modern police force of over 4,200 men, and a reorganization of the prisons and the prison system. A street cleaning force of more than 1,000 men cleaned and watered the streets, and work was started to remodel the whole drainage system of the city. Three public parks were laid out. In the field of education, out of 100,000 children of school age, about 40,000 were attending schools under the supervision of the Board of Education — which is a record for Canton where public education is still the private industry of the so-called literati, who maintain more than 1,000 schools of all kinds and consider their profession as almost a vested privilege. Public gambling was stopped, much to the amazement of the foreign residents, who understand the Chinese national love of games of chance. The impossible was accomplished and public gambling disappeared from the familiar life of Canton.

In the district formerly called the *New City*, the first notable structure is the Roman Catholic Cathedral (Pl. E 5). In this quarter various stores dealing in Oriental products are the chief attractions: turquoise and ivory work, on *Tai-sên-lou*, *Yuk-tsz-hong*, and *Yüen-sek-hong*; embroideries and feather-fans on *Chong-yüen-fong*, sandalwood products on *Hou-pun-kai*, Buddhist images and picture frames on *Siu-sên-kai*, silver articles on *Kwai-têk-lou*.

Entering what was the *Old City*, on *Wing-hon-pek-lou* street (Pl. F 3), there are many book stores. Continuing on it to *Wai-oi-lou*, a street running from E. to W. through the city, there will be noticed on the latter street, both on the right and left, large, old-fashioned government buildings; near them, E., is the site of the old Examination Hall (*Kung-yüen*; Pl. H 3).

In *Tung-kwan*, outside the old E. wall, are homes for aged women (*Pou-tsai-yüen*; Pl. H 2) and for the blind (*Ku-muk-yüen*; Pl. H 2); these, together with a home for lepers (*Ma-fung-yüen*; Pl. J 1) on the outskirts of *Tung-kwan*, are maintained by a Chinese charity association; this district also includes the Mint (Pl. H 2), and the Second Park (Pl. I 3).

In the district N. of *Wai-oi-lou* street are the Provincial Military Governor's Office (Pl. F 2), and the temples *Wa-tap*, *Kwang-hau-tsz* (Pl. E 2), and *Yüen-miu-kwan*, and farther N.

is a tall five-story pagoda on a hill, *Yüt-sau-shan* (Pl. F 1). S. of Wai-oi-lou are the old Manchu Bannermen's house-quarters, in *Ng-sin-kwan* (Pl. E 4), and *K'wong-tap* (Pl. E 3).

Sai-kwan was formerly reached by the W. Gate. At the N.W. corner of this district is Liang-Kwang Tai-hok-tong (Pl. B 1), an institute of higher learning, also the Chan Family's ancestral temple, noted for its graceful structure. S. of Sai-kwan is *Wa-lam-tsz* (Pl. C 4), a temple noted because of its images of the five hundred disciples of Buddha. In *Shêp-pat-pou* (Pl. C, D 5) are many newspaper offices, shops for foreign fancy goods, and department stores.

In the so-called New City, on *Tai-ping-kai* street (Pl. D 5), are banks, money-changers, and silk merchants. Approaching *Nam-kwan* from the W., *Sên-tau-lan* street (Pl. D 5) should be visited because of its many fine porcelain and sandalwood shops; on *Sha-kee-Tai-kai*, near Sha-meen, are shops selling pottery, general goods, and grain; on *Sai-hing-kai* are shops; selling lacquer ware, silverware, ivory and sandalwood articles. On *Cham-muk-lan* (Pl. C 5) and *Mak-lan-kai* are many shops in which are sold *pi-tan*, a Chinese delicacy consisting of eggs preserved in a mixture of lime, ashes, and rice-hulls. It is a feature of Canton trade that as a rule shops selling the same kinds of goods are found in distinct locations, so that one street is known for its shops dealing in one or two articles, another street for goods of a different kind.

Visitors will note the storehouses of pawnbrokers, surrounded by tall, square walls, built of black brick, as a protection against fire and robbery. A new American suburb has been laid out at Pak-hok-tung, W. of the city.

Sha-meen (Pl. C 6). Canton, with the exception of Macao, is the oldest Chinese port opened to foreign trade, for here French and British traders established themselves more than a decade before Amoy, Foo-chow, Ning-po, and Shanghai were made open ports in 1843. Sha-meen, a low sandy island in the river S. of the city, was set apart as a foreign settlement quarter in 1859, and the British and French spent \$325,000 (silver) in creating the island on a mud flat and making it habitable; a canal was constructed between the N. part and the city, and extensive and solid embankments of masonry were built. Four-fifths of the cost of making the island was paid by the British, one-fifth by the French Government, the latter retaining a portion of the reclaimed land, which embraces 44 acres. The canal is bridged over at two places, one connecting it with Nam-kwan, one with Sai-kwan; the bridges are closed at 10 o'clock at night as a precaution against thieves and rowdies. During an anti-foreign riot in September, 1883, sixteen houses and the Concordia Theatre in the settlement were burned by the mob. S. and S.E

of Sha-meen runs the main current of the river and on the opposite side are the towns, Ho-nam and Wa-ti. Chinese boats are not allowed to moor at the bund on Sha-meen. The settlement, with its banks, trading firms, hotel, and foreign consulates, constitutes a distinct community. The island is well laid out, with park-like avenues shaded by banyan trees running through the entire settlement. There are a number of gardens and tennis courts. The walk along the river bank is amid delightful surroundings—affording the best walk in Canton. Christ Church (Church of England) stands at the W. end, and near it are the Masonic Hall, Boat House, and Club. A Roman Catholic church is situated in the French concession.

Ho-nam is a town on the island of the same name, lying in midstream opposite Nam-kwan and Sha-meen. Towards the W. is *Wa-ti*, across the S. channel of the Chu-kiang. In Ho-nam, a growing place, which has a population of about 100,000, are brokerage-shops, warehouses, factories for making matting, shipyards (where small steamers and sampans are built), agencies of various firms, a Japanese Hotel, etc. As sights of interest may be mentioned *Hoi-tung-tsz* (a temple; Pl. E 6), a theatre, and the Maritime Customs Club. In Honam may be seen the firing, sorting, and sifting of tea, the preserving of ginger, the packing of rattans, cassia, etc. The candied ginger is put up in exactly the same way as for our forefathers.

Wa-ti (Pl. A 6), on the S. bank of the Chu-kiang, produces *li-chee* and *lungan* (Chinese nuts), and flowers. It contains a few warehouses and a shipyard, where sampans are built. Wa-ti, connected by a branch line of railway with Sam-shui *via* Fat-shan, is a thriving place.

Government Offices: Office of the Provincial Military Governor (Pl. F 2), Provincial Civil Governor's Office (Pl. F 2), Higher Court of Justice, or *Ko-têng Shên-pun-ting* (Pl. G 2), Financial Bureau (Pl. F 3), Salt Transportation Office (Pl. F 4), Police Headquarters (Pl. F 3).

Education. The Cantonese, long before any other people of China, came into contact, to a greater or less extent, with foreigners, and this association is the reason given for the intellectual activity and quick wit of the Cantonese. Before the modern school system of education was introduced some years ago, large colleges existed. Within recent years these have been turned into modern schools, comprising common and high schools, technical schools, and colleges. Among the educational institutions are the Canton Christian College, with several departments, the Higher Polytechnic Institute (*Ko-têng Kung-yê Hok-tong*), College of Law and Politics (*Fat-ching Hok-tong*; Pl. G 2), Medical School (*Kwên-i Hok-tong*; Pl. F 3), High Normal School *Sz-fan Hok-tong*; Pl. H 3), Foreign Language School

(*Fong-yu Hok-tong*), Draughtsmen's School (*Tsak-ui Hok-tong*), Military Preparatory School (*Mou-pei Hok-tong*), Sericulture School (*Tsam-yp Hok-tong*), besides several other schools under missionary patronage.

Religion. In Canton there are several religions each with a large number of adherents: Buddhist, Taoist, Mohammedan, and Christian (both Protestant and Roman Catholic). Buddhism is the prevailing religion, having been introduced by a Hindu priest named *Ka-mo-lo*, in the latter half of the 3rd century after Christ; *Kwong-hau-tsz* (Pl. E 2) was founded by that missionary priest. In A.D. 526 an Indian prince named *Ta-mo* came to Canton, bringing with him Buddha's scarf and bowl, and settled at *Wa-lam-tsz*, the "Flowery Forest Temple." Here he preached the doctrines of *Dhyana*, from which about 100 years later arose the Southern School of *Dhyana*, which finally came to rival in influence the Northern School of the same sect. Mohammedanism (called *Ching-chên-kau* by the Cantonese) was introduced by Arabians, among whom *Sadi Wakas*, a great Arab general, came in the 7th century, preaching the doctrines of the Prophet. He made his home in Canton, and died there — *Kwong-tap* pagoda (Pl. E 3) marks his grave. *Wat-shing-tsz* temple was founded by him. At present there are about 3,000 Moslem believers. Roman Catholic Christianity was first introduced here in the latter part of the 16th century, and it has since made slow but steady progress. Protestant missions are active in their field.

Trade. Situated on a fertile plain, formed by the delta of the West River, and in close relation with other large towns, Canton has a large trade. Because of its favourable situation, this city, early in the Christian era, was the Chinese port of trade for Hindus and East Indians. In the 8th and 9th centuries Arab navigators made regular voyages between Canton and the ports of W. Asia. The Portuguese (who established factories) were the first Europeans to visit Canton (1516). A hundred years later they were followed by the Dutch, who later were supplanted by the English, who in the latter part of the 17th century, through the East India Co., established a factory at the port in 1684, which, during its 150 yrs. existence, became famous throughout the world. A large part of the import business of this company was in opium. Canton was the pivotal point of the Opium War between China and England (see p. XLIV).

Owing to the opening of ports in the north to foreign trade, the importance of Canton as a place of trade declined for some years, but it is now growing again and in 1920 its trade amounted to Hk. Tls. 140,814,000. *Import*, Hk. Tls. 73,810,000, including native products from other Chinese sea-ports to the amount of Hk. Tls. 41,715,000 — *export*, Hk. Tls. 67,004,000. Among the chief items of import are cotton yarn, kerosene, flour, shirt-

ings, rice, coal, printing paper, salted fish, printed cotton cloth, medicines, and dried cuttle-fish. The exports comprise raw silk fabrics, mattings, *Liu-o* or "glass bangles," tea, preserved ginger, cassia bark, earthenware, palm-leaf fans, firecrackers, marble, precious stones, ivory goods, fine paper, furniture and articles made of sandalwood. Of these, silk fabrics are produced in the regions bordering on the West River and on the Chu-kiang as far as Macao and they constitute by far the largest item of export. *Liu-o*, or "glass bangles," are cheap imitations of bracelets of precious stones and are exported to India, where they are used as ornaments for women. Earthenware goods are exported to the East Indies, where they are in demand among the resident Chinese. Palm-leaf fans meet with a ready sale in the American and European markets.

Canton has a large domestic trade with Newchwang, Tientsin, Hankow, Wu-hu, Chin-kiang, Shanghai, Ning-po, etc. Among the chief items of import of home articles are beans, bean-oil, oil-cake, peanuts, Nanking cloth, and rice, each valued at over Hk. Tls. 500,000 annually.



A Street of modern Canton

Business Organizations: Besides the Chamber of Commerce (Pl. D 5), there is the well-known *Tsat-shêp-i-hong* (or 72 trade guilds or associations), which, embracing all trade guilds of any consequence, practically controls the economical life of Canton and vicinity. This powerful organization has also been an influential factor in politics under the present republican régime.

The Seventy-two Guilds of Canton

(1) *Ngan-hong* or Bankers' guild; (2) *Kêm-hong* or Goldsmiths' guild; (3) *Tong-hong* or Pawnbrokers' guild; (4) *Tu-sz-hong* or Guild of dealers in hand-reeled silk; (5) *Chut-kau Che-sz-hong* or Guild of dealers in silk reeled in the filatures; (6) *Tu-cha-hong* or Tea merchants' guild; (7) *Shü-kau-hong* or Paste-opium merchants' guild; (8) *Shang-yin-hong* or Raw-opium merchants' guild; (9) *Shai-hong* or Fire-wood merchants' guild; (10) *Mai-hong* or Rice merchants' guild; (11) *Yu-hong* or Oil merchants' guild; (12) *Tsong-liu Tsap-fo-hong* or Soy and grocery merchants' guild; (13) *Tsau-hong* or Guild of dealers in liquor brewed from rice; (14) *Hoi-mei-hong* or Fishmongers' guild; (15) *Ham-yü-hong* or Guild of dealers in salted fish; (16) *Sin-yü-hong* or Fresh-fish merchants' guild; (17) *Chü-hong* or pork dealer's guild; (18) *Kai-áp-hong* or Pork dealers' guild; (19) *Tsai-lan-hong* or Greengrocers' guild; (20) *Ko-lau-hong* or Restaurant-keepers' guild; (21) *Ping-hong* or Guild of dealers in rice-cake; (22) *Pou-hong* or Cotton-cloth merchants' guild; (23) *Pêt-tau-hong* or Mercers' guild; (24) *Yim-hong* or Dyers' guild; (25) *Hai-hong* or Shoemakers' guild; (26) *Mou-hong* or Cap merchants' guild; (27) *Ku-seu-hong* or Guild of dealers in cloth interwoven with metal threads of various colours; (28) *Sên-i-hong* or Guild of ready-made clothes' dealers; (29) *Ku-i-hong* or Guild of second-hand clothes' dealers; (30) *Hei-fou-hong* or Guild of merchants making fancy dresses for actors; (31) *Yuk-ki-hong* or Guild of dealers in articles made of precious stones; (32) *Yin-sz-hong* or Guild of dealers in cut-tobacco; (33) *Shü-yok-tsai-hong* or Guild of dealers in native medical stuffs; (34) *Tsok-yün-hong* or Guild of dealers in medicines and bees-wax; (35) *Tsam-yung-hong* or Guild of dealers in ginseng, deer-horn, and kindred medicines; (36) *Tau-fu-hong* or Guild of bean-curd makers; (37) *Tong-tsin-hong* or Guild of dealers in copper cash; (38) *Kang-nga-hong* or Earthenware merchants' guild; (39)

Chiün-nga-hong or Brickmakers' guild; (40) *Nei-shui-hong* or Builders' guild; (41) *Cham-hong* or Guild of dealers in cryptomeria timber; (42) *Tsap-muk-hong* or Guild of dealers in hard-wood timber; (43) *Chuk-ki-hong* or Guild of dealers in articles made of bamboo; (44) *Táp-pang-hong* or Guild of makers of bamboo articles; (45) *Shek-hong* or Guild of dealers in articles made of stone; (46) *Wa-li-hong* or Guild of dealers in articles made of pear-tree wood; (47) *Che-wa-hong* or Guild of dealers in articles made of wood; (48) *Yu-tsét-hong* or Guild of painters; (49) *Pai-pin-hong* or Guild of sign-board carvers; (50) *I-chong-hong* or Guild of dealers in wedding and funeral articles; (51) *Yong-téng-hong* or Guild of dealers in kerosene lamps; (52) *Heung-hong* or Guild of perfumers; (53) *Shan-fo-hong* or Guild of dealers in brooms, persimmons, jujube, chestnuts, etc. (products of mountain villages); (54) *Ngan-liu-hong* or Guild of dealers in painting materials; (55) *Sek-ki-hong* or Tinsmiths' guild; (56) *Tan-heung-hong* or Guild of dealers in scented wood; (57) *Cheung-shang-hong* or Guild of coffin dealers; (58) *Cha-song-hong* or Guild of dealers in tea-boxes; (59) *Sin-kwo-hong* or Fruiterers' guild; (60) *Yong-fo-hong* or Guild of dealers in foreign groceries; (61) *Tsik-hong* or Matting dealers' guild; (62) *Hei-pán-hong* or Theatre managers' guild; (63) *Kung-fên-hong* or Guild of dealers in face-powder; (64) *Yung-sin-hong* or Guild of thread dealers; (65) *Pou-wa-hong* or Guild of dealers in *pou-wa-pin* (thin pieces of a certain kind of wood, used wet in dressing women's hair); (66) *Kêm-sz-hong*, or Guild of dealers in gold thread used in embroidery; (67) *Kêm-poh-hong* or Guild of dealers in gold-foil; (68) *Tsong-nga-hong* or Ivory-ware dealers' guild; (69) *Shiu-liu-hong* or Guild of dealers in glass articles for personal adornment; (70) *Wa-sha-hong* or Guild of dealers in fibres used in weaving; (71) *Chi-liu-hong* or Guild of dealers in Chinese paper; (72) *Kêm-lun-hong* or Guild of weavers.

Trade Transactions. In trade transactions between native merchants payment as a rule is made a month or several months afterwards. If a native retailer purchases imported articles from foreign merchants, payment will be made in a week, or at the latest within two months, the prices being fixed on the basis of

the current paper money. In making purchases from foreign merchants it is usual to pay 1 or 2% commission to the firm's compradore. On export articles native merchants pay a similar commission to middlemen or brokers, the price being fixed on the basis of the current silver money, against which paper money is taken at a discount of 1 to 2%. When the purchaser is a foreigner, cash is paid upon delivery of the merchandise.

Industries. As yet Canton makes little use of modern manufacturing methods, but, nevertheless, there is a large production of articles manufactured in the homes. In many of the back streets there are innumerable houses wherein industrious natives make semi-manufactured articles, and in the more pretentious streets are houses where finished articles are made and displayed for sale. The articles manufactured comprise fans, embroidery, gemmed articles, ivory ware, sandalwood and rattan goods, gold and silver articles, silk goods, and *liu-o*, or "glass bangles." *Fans*, manufactured chiefly on Chong-yüen-fong and Tai-sên-kai streets and in Tai-ping-mun-ngoi, are made of paper, gauze, palm-leaf, feathers, and silk; the most expensive feather-fans with ivory handles cost over \$30 each. Palm-leaf fans are largely exported abroad. *Kingfisher's Feather Goods.* Jewelry and other articles decorated with Kingfisher's feathers. *Embroideries.* Embroidered articles are made on Chong-yüen-fong, Tai-Luh-pou, Tai-Tsat-pou, and Tai-Pat pou streets, in Sai-kwan. They include ceremonial dresses for funerals and weddings, actors' fancy dresses, screens, ornamental curtains, etc.; embroidered table-cloths and napkins are largely exported to foreign countries. *Precious stone and Ivory works.* Precious stones are imported from Yünnan and Burma and are made into articles of very fine workmanship. They may be purchased in Tai-sên-kai and other streets, where carved jade can also be bought. Ivory comes from Siam, and manufactured articles of ivory may also be purchased in the above streets. *Sandalwood and Sandalwood articles* may be purchased on Ho-pun-kai (in New City), Sai-lai-cho-tei (in Sai-kwan), Wai-oi-kai (in Old City), etc. There are two kinds of sandalwood, *u-muk*, hard and black, and *hung-muk*, reddish purple. Of *u-muk*, which comes from Singapore and Ceylon, are made chop-sticks, tobacco-pipes, etc.; of *hung-muk*, which comes from Singapore and Siam, are made boxes, tables, desks, etc.—the wood often being inlaid with metal wires. *Rattan products* comprise mats, chairs, curtains, etc. The raw material comes from India, Annam, Luzon, etc. *Gold and Silver Work* comprise, besides table articles and female ornaments of old fashioned style, plates, flower-vases, cigarette boxes, handles of canes, and buttons, to meet the foreign demand. *Liu-o* (glass bangles), previously described, are in demand among Chinese and Hindu women of the lower classes. These bangles are sold on Cheung-hing-kai street. *The Manual Training Establishment*

is part of the Technical School and contains eight departments, severally imparting instruction in making cloisonné ware, silk fabrics, tobacco products, cotton-cloth, towels, furniture, rattan articles, and straw hats. **Cotton-cloth Factories.** There are many cotton-weaving establishments, which use cotton-yarn from India in making cloth for soldiers' wear and for undershirts for general use. Of these, the *A-tung Kung-sz* (60 looms) and *Mou-sên Kung-sz* (110 looms), and several others, use looms worked by steam-power, but in the majority of cases only hand looms are used. To the latter class belong the weaving department of the Manual Training Establishment, above mentioned, and also similar establishments in *Sên-min chik-tsou-kuk*, *Wai-sên chik-pou Kung-sz*, *Sên-ning Shêt-yp Kung-sz*, etc. Besides the shops selling native products and curios, Canton contains many attractions for foreign visitors in its numerous temples, pagodas, street life, etc. Relative to curios it may be said that foreign experts are constantly picking up real curios and as the Chinese know the market value of genuine old pieces such curios are never offered at bargain prices to tourists. It is advisable to obtain the names of reliable curio dealers from hotel managers.

Communication Facilities. Hongkong now monopolizes all ocean communication, leaving to Canton only the river routes, whereon there is a very brisk traffic, due to the fact that Canton is situated in the centre of the water traffic between Wu-chow, Wai-chow, Macao, and Hongkong, but among the contemplated improvements for the betterment of Canton it is proposed to develop a deep-water port at Whampoa, making that port an extended terminal of the Canton-Hankow Ry. by means of a rail line from the Canton terminal, or by a spur from the Canton-Kowloon line, to the river bank opposite Whampoa. This project, however, will be so costly that some experts question whether the advantages to be gained warrant the expenditure. On land, railway communication is being extended. Canton and Hongkong are connected by rail, and the projected Canton-Hankow Trunk Line has already been completed as far as Shiu-chow (139 m.), with a branch to *Sam-shui* (30 m.).

Water Routes. Steamers. The regular steamship lines which make Canton their base are the Hongkong, Macao, Wu-chow, and Takao (Formosa) Lines; besides which there are important semi-regular lines, the Canton Shanghai and Canton-Wuhu Lines. Apart from the wharfs there is a safe and commodious anchorage near the river wall at Shameen.

Canton-Hongkong Line. See p. 382. **Canton-Macao Line.** This line is operated by the Hongkong, Canton, and Macao S.S. Co. and the China Merchants' S. N. Co., each with one boat, making one daily trip (covered in 6 hrs.) each way, except on Mondays, when there is no sailing from Canton, and on

Saturdays, when there is no sailing from Macao. *Fare*, \$5 (1st), \$2 (2nd), 60 cents (3rd); meals extra. Boats leave Canton at 5 p.m., Macao at 9 p.m. *Canton-Wuchow Line*. On this line the Hongkong, Canton, and Macao S.S. Co. and the China Merchants' S. N. Co. each runs two boats, the Canton N. Co., one boat,—the outgoing voyage from Canton taking 25–30 hrs., the return 20–25 hours. The ports of call en route are Sam-shui (where there is a native custom-house), Ma-ning, Yung-ki, Kum-chuk, Shiu-hing, Luk-pou, Yut-shing, Tu-shing, Têk-hing, and Fung-chun. *Fare*, H. C. & M. Co., \$15; C.N. Co., \$10; the C.M. S.N. Co. boats have no 1st class passenger accommodation. Meals extra. *Canton-Takao Line*. On this line a regular fortnightly service is operated by the Osaka Shōsen Kaisha, the ports of call being Hongkong, Swatow, and Amoy. *Fare*: to Takao, \$63 (1st), \$42 (2nd); to Amoy, \$45 (1st), \$30 (2nd); to Swatow, \$27 (1st), \$18 (2nd); to Hongkong, \$9 (1st), \$6 (2nd). *Canton-Shanghai Line*. A semi-regular service is operated by the China N. Co., Indo-China S.N. Co., and China Merchants' S.N. Co., principally for cargo.

Steam-launch Service. Since 1898, when China opened its inland waterways to steam craft, nearly all important towns and villages in the neighbourhood of Canton are in communication with that city by means of steam-launches and tugboats. These boats, from 2 to 400 tons, are products of the native shipyards at Honam and neighbourhood; their crews are recruited mostly from the *tan-min*, or river-boat dwellers.

Junks. The junks are of all sizes and descriptions. Those plying between Canton-Hongkong, and Macao are large, with a cargo capacity of from 3,000 to 5,000 piculs and are manned by 10 to 20 men; others navigating the rivers are of lighter draught—on the West River (*Sai-kiang*), of 100–1000 piculs' capacity, manned by 4 to 20 men; on the East and North Rivers, of 500 piculs or lees. The following are the various kinds of junks: *che-ting*, propelled by a tread-wheel at the stern, worked by boatmen treading it (introduced by a foreigner some 30 years ago); *Sha-ting*, or *Sai-ting*, commonly known as "Canton sampans" (24 ft. long, 6 ft. wide), rowed by 5 or 6 women; *Ko-lang-ting* (known among foreigners as "slipper boats" from their resemblance to slippers) are fast boats, used by couriers, but ordinary travellers are also carried; *Hwa-shün* are junks, with interior fittings in foreign style, used for cargo service; *Tou-shün*, popularly known as *Heung-kong-tou* ("Hongkong ferry"), are two-masted passenger junks, plying between Canton and Hongkong (30–40 hrs.); *Kwai-ting*, one-masted boats, used for fast travelling, officials' rounds of inspection, etc.; *Tou-shüns* (70 ft. by 14 ft.), are commodious passenger boats, with a separate compartment for women, carrying 5 to 10 guns on deck

as a defence against pirates; *Ho-tau-shün*, called *Cha-shün* by foreigners (80 ft. by 13 ft.), are used for both cargo and passengers; they have three crimson painted gangways in the bulwarks on each side; *Wok-shan-tou* are cargo boats for navigating the shallow, fast currents of the East and North Rivers,—having one oar at the bow and one at the stern; *Ma-yong-shün* (120 ft. by 20 ft.) carry salt to the villages and towns along the West River; *Tsun-shün* (60 to 100 ft. long), carrying 6 to 20 guns, serve as water-police boats and are used for conveying gold and silver; *Tsz-tong-ting*, passenger boats, well fitted up, are generally used for conveying official travellers.

Railways. *Canton-Hankow Railway.* In addition to the information relative to this line given on p. 409, it may be said that the Canton-Hankow Railway was first projected by a native company (capital, 12,000,000 taels) under the patronage of the late celebrated viceroy, *Chang Chih-tung*. But owing to the lack of sufficient capital, the company obtained a loan of 4,000,000 taels from the American-China Development Co., on condition that the latter should build and manage the line when completed. In 1903, when it became known that Belgian capitalists had acquired extensive holdings in the Development Co., wide-spread opposition arose against the foreign exploitation of China, at a time when the American company had only built the branch line to *Sam-shui*, and had done little toward constructing the main line. The Concession was cancelled, and the plant, together with the completed work, was purchased by the Chinese for \$6,750,000 from the American company, as compensation. *Kau-shin-tang*, a wealthy charitable organization of Canton, now stepped forward



Canton Park

and organized the *Yüt-lou Kung-sz*, or the Kwantung Railway Co., with a capital of 4,400,000 *Yüen*, for the purpose of building the section, 209 m., within Kwantung Province. The section, as far as *Shiu-chow* (139 m. from Wong-sha, Canton), was completed by this company in 1917, under direction of a Chinese engineer. *The Samshui Branch Line*, completed in 1903, 30 m. long, starts at *Shek-wai-tong* (in Wa-ti), which is reached by ferry steamer from Canton.

Canton-Kowloon Railway. See p. 380. For the projected lines to Macao, Amoy, and Wham-poa, only the surveys of the routes have been made. It is not known when the actual construction will be commenced.

Highways. There are not many highways leading from Canton to the interior of the province, for the reason that water routes have always been preferred to land routes. Of the few highways which are kept in a tolerably fair state of repair the following may be mentioned :— one from Canton S. W. to *Lei-chow*, *via Shui-hing* and *Ko-chow*, (617 m.); one E. to *Chao-chow* near Swatow, (762 m.); one N. into Kiangsi and to the Yangtze ports of that province, *via Shiu-chow* and across Meiling Pass.

Places of Interest. With few exceptions the Chinese temples of Canton are very dirty and in this respect are in striking contrast with the well-kept temples of India and Japan. In addition to the show places named, the Arsenal and Jails may be visited. At the Execution Ground, visitors possessed of morbid curiosity may frequently see the executions performed—which are carried into effect by decapitation and in many other gruesome ways. The old Examination Hall and the Longevity Monastery or Temple, have been demolished, and the famous old clock-tower, *Ti-shui-lau*, where time was kept by water dripping into copper vessels, no longer exists.

Wa-lam-tsz 華林寺, “Flowery Forest Temple” (Pl. C 4; near Sai-lai-cho-tei street, Sai-kwan) is believed to be the temple that was originally founded by Bodhidharma, a famous missionary monk from India, who arrived in China in A. D. 518, during the Liao Dynasty, and founded the Dhyâna (or Chan) School of Buddhism. This large temple, with its shrines and halls, covering several acres, is one of the richest temples in the city. It was thoroughly renovated in 1655. The temple is chiefly noted for the life-size gilded images of the 500 immediate disciples of Buddha. Each of the statues is different; all are supposed to be life-like, and a few show superior workmanship. Among them is an image of the celebrated Venetian, Marco Polo, who several times passed through Canton.

Cheung-shau-tsz 長壽寺 (not far N. W. of Wa-lam-tsz; Pl. D 4) is a temple built in the last quarter of the 16th century, during the Ming Dynasty. It contains a famous image of Sakya

Muni (Budda), which is lavishly decorated with gold and precious stones. Adjoining the temple is a garden.

Chên-sz Shü-yüen 陳氏書院 (Pl. C 2; in Lai-ki-wan, Sai-kwan), a temple also called *Chên-ka-miu*, is the ancestral shrine (or mausoleum) of the Chên Family. It was built in 1890 at a cost of over one million dollars. The main building is most exquisitely finished with magnificent carvings in wood and stone. It is regarded as a peerless structure in S. China, and should be visited by every one interested in fine architecture.

Kwong-hau-tsz 光孝寺, "The Temple of Buddha" (Pl. E2; on Kwong-hau-lou street, inside the former West Gate, Old City). Originally the palace of Chao To (or Chao Chien-tê), the place became a Buddhist temple in A. D. 520, when an Indian missionary, *Chih-yao-San-tsang*, planted here a *bô* tree (*bôdhidruma*) which he had brought from his native land, and, sitting under it he expounded Buddhist doctrines. Later the celebrated *Bôdhidharma** also stayed here and taught the doctrines of Dhyana. And here in A. D. 676, a famous Chinese priest, *Hui-nêng*, had his head shaved, and, entering the order, founded the Southern Dhyana school. The beautiful temple buildings, built in the Ming Period, which had made the temple famous, were nearly all destroyed by fire in 1655. The temple contains an image of Buddha in sleep, which originally came from India. The two stone pagodas in front of the temple are believed to date back to the Tang Period.

* As previously stated, under *Wa-lam-tsz*, *Bodhidharma* was a missionary monk (once a prince in Southern India) who came to Canton by sea in A. D. 518, to teach the Chinese the precepts of the Dhyana school of Mahayana Buddhism. The emperor Wu-Ti, of the Liang Dynasty, a strong believer and a powerful protector of Hinayana Buddhism, which then was the prevailing religion throughout Southern China, sent for Bodhidharma and talked with him at the royal court in Nanking, but as the Emperor could not understand the Dhyana doctrines, the monk went to North China, crossing the Yangtze in 519, and near Ho-nan (Lo-yang) founded a small temple, *Shao-ling-szu*, where, facing a stone wall, he sat for nine years in deep meditation. According to tradition, the monk's abstraction was so profound and he remained so motionless that his legs "rotted off." Daruma (Sanskrit, *Dharma*) is especially revered by the Zen sect in Japan, and in their temples, and in a host of shops in Japan, dumpy figures of Daruma, painted red, are numerous. The figure, in size from that carried as a watch-charm to that of a prize pumpkin, is a favorite toy. In appearance Daruma is portrayed as an unshaven ascetic, with a fierce-looking, upturned moustache, and with a stern, scowling face. Some of the figures have blank white spaces in which eyes are painted when two wishes have been granted by the divinity. The toy is fashioned on the stable equilibrium principle and assumes an erect posture after being knocked over. In China, the Darumas have legs.

Bodhidharma taught his doctrines to *Hin-ko*, a noted Chinese priest, who developed the Dhyana Sect in China. The monk was poisoned by a rival missionary and died in 528. About 148 yrs. later the Dhayana sect was divided into the Northern and Southern schools, *Hui-nêng*, as stated, founding the Southern school.



The "72 Heroes Monument"—p. 406

Kwong-tap 光塔 (Pl. E3 ; at Wai-shing-tsz temple, on Kwong-tap-lou street, Old City) is a Mohammedan tower, known as the Plain Pagoda, 160 ft. in circumference, which was built by Arabian voyagers and traders in the Tang Period, over 1000 years ago, so that they might have a place of worship on their occasional visits. For hundreds of years it was used as a minaret, from which the hours of prayer were faithfully called. It is now in a state of decay and is covered with vines and small bushes. According to tradition the pagoda was formerly surmounted by a golden cock, which was blown off by the wind in the latter half of the 14th century. Kwong-tap is the first object in the city seen from a distance. The Arabians ceased to trade with China many centuries ago, but the Moslem religion still remains, its adherents residing near this pagoda. The temple, *Wai-shing-tsz*, is situated a little below the pagoda.

Wa-tap 花塔, or "Flowery Pagoda" (Pl. E2 ; at Luk-yung-tsz, on Wa-tap-lou street, Old City). This also is a celebrated pagoda, 270 ft. high, nine-storied, and octagonal in shape. The spire is a copper pillar crowned by a golden ball. Originally built in the 6th century by a priest, *Tan-yu*, the pagoda was recently well repaired and is in a good state of preservation. It is said that the Bodhidharma once spent a night here, and because of the virtue emanating from his presence no mosquitoes have ever been found in the pagoda to this day.

Ng-sin-kwan 五仙觀, "Five Fairies, or Genii Temple" (Pl. E4 ; at Wai-Fuk-Sai-lou street, Old City) is a Taoist temple.

A story goes that once upon a time five heavenly fairies or genii, clothed in coats which were capable of being perceived in five colours and riding on rams, whose fleece was similarly chromatically blended, alighted upon the spot where the temple now stands. Each held in his hand a full-eared stem of rice, which he blessed and gave to the people, saying, "Let there be no famine in this neighbourhood forever." Thereupon the five rams were immediatly turned into stone and have since been the centre of interest at the temple—which also contains the images of the Five Fairies. The bronze bell in the square tower is regarded with superstitious awe by the Cantonese in that, whenever it has been struck, the city has suffered from some plague or disaster.

Yüt-sau-shan 越秀山 (Pl. F 1), popularly called *Kun-yam-shan*, is a small hill in the N. quarter of the Old City, on the top of which stands a five-storied oblong building, called *Chên-hoi-lau* (popularly, "The Five-story Pagoda"). The watch-tower, once seized by the allied armies of Great Britain and France, was formerly open to visitors, but has been closed since 1911, as in that year it was included in the strategic zone of Canton. Below the tower and on the side of the hill are two old temples, *San-yüen-kung* and *Kun-yam-miu*, the former dating back to the 4th century.

Kwan-tai-miu 關帝廟 (Pl. G 3; on Yuk-yn-fong, Old City) is also known as *Wu-miu* 隍廟 or the Martial Temple. It is dedicated to the celebrated ancient warrior, Kuan Yü. On New Year's Day and other fête days the temple is visited by crowds of worshippers who make their devotions in the principal hall at the altars embellished with idols of the God of War and his attendants.

Confucius' Temple, or *Kung-tzu-miu* 孔子廟 (Pl. G 3; in Yuk-yn-fong, Old City), is a large temple within a spacious enclosure. On the occasions of the spring and autumn fêtes the temple is visited by the high officials and gentry of the province.

Shing-wong-miu 城隍廟 (Pl. G3; on Wai-oi-Tung-lou street, Old City) is a temple dedicated to the tutelary god of Canton City and is known as the Temple of Horrors. In its halls the various punishments of the Buddhist Hell are depicted by groups of carved figures representing evildoers undergoing varied forms of torture. Men are being crucified, women torn asunder by devils and wild-beasts. Some, bound between planks, are being sawn apart by demons, others are being thrown into caldrons of boiling oil and pitch, etc. A special kind of torture has here been devised for every known crime, from that of stealing clothing from coffins to that of making medicine out of dead men's bones.

Tin-chu-tong 天主堂 (Pl. E 5), or *The Roman Catholic Cathedral* (on Mai-ma-kai, New City), dating back to 1860, is a building 236 ft. by 88 ft., 150 ft. high, standing in a rectan-

gular enclosure 875 ft. by 500 ft. It is constructed on the site of the Viceroy's Yamên, the ground having been granted to the French. Connected with the cathedral are schools for children, besides other institutions.

Tin-hau-kung 天后宮, "Queen of Heaven Temple" (Pl. F 5; on Têk-she-kai, New Town) is a beautiful Taoist temple. On each side of the main entrance is a large idol. The shrine of the goddess is in the principal hall. Fête days, 1st and 15th days of each lunar month. A portion of the temple is set apart for visitors who are regaled with cups of tea.

Ching-chên-tsz 清真寺, outside the Si'u-pêk-mun, or N. Gate, is a Mohammedan mosque, containing the tomb of Wos Kassin, a relative of the Prophet, who died here in A. D. 629.

Kêm-wa-miu 金花廟 (in Ho-nam, E. of Ngo-tan channel and facing the Chu-kiang) is dedicated to Lady *Kêm-wa*, who, while young, consecrated herself as a priestess, keeping her virgin purity till her death, which was caused by drowning in a lake. A story goes that when her body was found several days after death, instead of its being putrified, it emitted a fragrant odour, and when it was buried, there sprang up a fragrant tree, and on the spot there appeared a female figure of surpassing beauty. Men of the time took her for a water-fairy and called the lake where she was drowned *Sin-wu*, or Fairy Lake, and dedicated a temple to her at the place of her burial. That temple was destroyed by fire,—the *Kêm-wa-miu*, now at a different spot, is the only temple commemorating her; the annual fête takes place in early summer.

Hoi-tung-tsz 海幢寺, "Ocean Banner Monastery" (Pl. E 6; in Ho-nam), is one of the largest and richest temples in the city. In it are colossal gilded figures of the three Buddhas of the Past, Present, and the Future, with images of sixteen disciples of Buddha. Besides the temple proper (built in 1600), there are the priests' quarters, dining hall, etc., a large garden well stocked with flowering plants and fruit trees, and an animal-saving shed, in which many pigs, sheep, ducks, and pigeons, the offerings of devotees, are fed by the worshippers as long as they live. A small building contains a marble carving resembling a pagoda, brought here from India, which it is said encases one of the toe-nails of Buddha.

Ng-ka Wa-yüen 伍家花園 (Pl. E 6; near the Hoi-tung-tsz, in Ho-nam) is a large flower garden belonging to the Ng Family. It is called *Wan-sung-yüen* ("Ten Thousand Pines Garden") and contains a lotus pond, walks, and arbours in the midst of pine-trees and flowering shrubs.

The "72 Heroes Monument" (*Tsct-shep-i Lyt-sz sun-nan Kei-nym-pei*, 七十二烈士殉難紀念碑), on Hwang-hwa-kang Hill, 3 m. N. E. of the old E. gate—on the way to Pok-wan-shan. In

all China there is nothing like this singular memorial of stone and bronze, and probably nothing like it exists elsewhere in the world. It was built with funds subscribed by Cantonese all over the world to commemorate the deed of the seventy-two enthusiasts who, in the cause of freedom, under the leadership of General Huang Hsing, attacked the *Yamen* of the Governor of Kwangtung before the establishment of the Republic. Becoming lost in the maze of passageways in the building, seventy-two of the band were killed or captured by the defending bannermen. The captured were later beheaded. The designers of this odd monument drew upon the western world for much of the sentiment they desired to express, because in it are found a small Egyptian obelisk in a stone pavilion 7 ft. high, on the back of which is a life-size replica in stone of the Liberty Bell, and back of the pavilion stands a little building in the style of the Trianon at Versailles, which, in itself, is well done, but on its roof is a cross-section of a huge stone pyramid capped by a diminutive copy of Bartholdi's statue of Liberty Enlightening the World. The bronze urns and Chinese lions flanking the pyramid are well executed, which cannot be said of the accompanying doves of peace. Despite its incongruities, the monument typifies the spirit of the present age and the determination to select outstanding epochs of the West as guides for China. The monument also evidences a step in the transition through which China is passing in the way the present generation desires to go.

Pok-wan-shan 白雲山 is a mountain rising to the E. of Canton. There are three roads leading to it from Sha-meen; one through Sai-kwan and the *Siu-pêk-mun* gate (Pl. G 1) of the Old City, another through Sai-kwan and round the former N. wall of the Old City, and the third through Tung-kwan and Sha-ho-tsün. Chairs and horses are available to the foot of the hill, the distance being covered in from 2½ to 3 hours. The round-trip to the top of Pok-wan-shan may be made in a day. If, however, it is desired to make the trip in a more leisurely way, the night can be spent either at the temple at the foot or at one near the top of the hill.

Pok-wan-shan ("White Cloud Mountain"), an off-shoot of *Ta-yü-ling*, the chief mountain range of Kwangtung, is so named from the fact that its upper half is often in autumn blanketed with clouds. Its summit is known as *Mo-sing-ling*, or "Star-touching Peak," though it is but 1200 ft. high, showing the fondness of the Chinese for high-sounding, extravagant expressions. Half way up the hill is the temple *Pok-wan-tsz*, to the left of which is a stream, the *Kwai-lung*, into which a waterfall pours from a high cliff above. W. of Pok-wan-tsz there are two old temples, *King-tai* and *Yüt-kai*, both famous for their picturesque gardens. Below Yüt-kai is the *Kau-lung-*

tsiin, a rapid torrent that falls in several tiny cascades, from where to the S. E. may be seen a flat, *Ho-hsü-tai*, whence in a bygone age *An Chi-shêng* ascended to heaven. N. of the flat is a peak, *Pin-ka-fung*, on whose summit is a rock, which is said to move slightly whenever a visitor speaks angrily to it. To the S. W. is *Tai-hsia-tung*, where at one time were the hermitages of *Li Chung-chien* and *Sun Tien-chi*, noted Chinese scholars. A path S. to *Chü-lung-kang*, and thence turning W., leads to a hall in which are preserved the autograph writings of Emperor Kao-tsung of the Sung Dynasty. About 3 m. from here is *Pou-kan-shoü*, a stream at the side of which dwelt *An Chi-shêng*, who drank of a certain preparation of iris-leaves growing in the stream and, thus rendering himself immortal, ascended to heaven from the flat above mentioned. To this day the people of the neighbourhood, on the 25th of the 7th month (the day of *An Chi-shêng*'s ascension) take a bath in water containing iris leaves, hoping thus to secure longevity. Near the stream is a temple, *Pou-kan-tsz*, in front of which is a well supplying excellent water. E. of the temple is a rock shaped like a bell, which, whenever it is approached by a visitor, is said to give out a faint sound.

At the summit, which is reached by taking a N. path from *Pok-wan-tsz*, there is a wide view of the great delta of the West River, dotted with cities, towns, villages, and hamlets, intersected by many rivers and canals, its luxuriant groves and cultivated fields evidencing the fertility of the soil. On the way down and not far from the summit is *Sheung-kai-Ku-tsz*, a large temple, where visitors may stay overnight. Lower down are the waterfalls, *Pok-wan* and *Lim-tsün*, and the temple, *Chêng-yên-tsz*.

Sai-tsiu-shan 西樵山, a hill, is considered one of the eight distinguished sights of Canton and neighbourhood. It differs from *Pok-wan-shan* in that its slopes are completely under cultivation and on them are numerous hamlets. The hill is 40 m. from Canton and is reached by water route. There are several different routes, but all lead *via Fat-shan* and finally reach *Kun-shan*, a town at the foot of the hill. Between *Fat-shan* and *Kun-shan* are the towns, *Shek-wan* and *Tau-tau*, the former noted for its pottery, the latter for its raw silk. On *Kun-shan* are the Taoist temples, *San-yüen-kung* and *Chiu-shoü-miu*, the latter built on a high rock. On the ascent, the first place reached is *Pok-wan-Ku-tsz* temple, near which is a square pagoda, and a temple, *Wan-tsiün-Sin-kwan*, the latter dating back to 1600. Within its premises is a pagoda, *Ng-chau-K'em-lung-tap*, which, in the opinion of the late *Chang-Chih-tung*, is the best of its kind in Kwangtung. Near by is a waterfall, *Kuk-shoü-Lau-shong*, which drops from a height of 400 ft. Above *Wan-tsiün-sin-kwan* is another temple, *Yong-wan-loü*. Continuing the ascent, the

way leads to a group of houses, Wan-tün-tsün, one of eight hamlets, all located in the midst of cultivated fields. Near Wan-tüng-tsün, an old temple, *Wan-tüng-Ku-miu*, dates back to the 15th century; near it are many tombs of the Ming period.

The final peak, *Tai-wo-fung*, 1,500 ft. above sea-level, is surrounded by innumerable other peaks, the whole affording a splendid view. On the descent is passed *Tai-wo-tsün* and *Pak-shan-tsün* (the latter a large hamlet), and the three waterfalls, *Choi-ngan*, *Shek-pai*, and *Chü-kang*. Taking steamer at Kunshan, calls are made at *Shoü-têng*, *Lung-kong*, *Lung-shan* (all noted for their silk production), and at the villages, *Wong-lin*, *Lak-lau*, and at *Chên-tsün*, the last a town of about 50,000 inhabitants, a distributing centre for the neighbouring regions.



“British Bridge,” Shameen

Canton to Shiu-chow

The Canton-Shiuchow Line (139 m.) is a portion of the Canton-Hankow Ry. (pp. 127, 401.) which runs from Wong-sha station in Canton to Shiu-chow, one of the principal cities in Kwangtung Province. There is also a branch line (30 m.) connecting Sam-shui with Shek-wai-tong, a station across the river from Wong-sha station, which is reached by frequent ferry service.

Trains and Fares. On the main line there are run daily from each terminal a through passenger train, and a local mixed train between Wong-sha and Yuen-tam; fare to Shiu-chow, \$6.75 (1st), \$4.50 (2nd). On the Samshui Branch Line trains run every hour between Shek-wai-tong and Fat-shan (10 m.), and

between Shek-wai-tong and Sam-shui (30 m.) every two hours; fares, to Fat-shan, 40 cents (1st), 30 cents (2nd); to Sam-shui, \$1.20 (1st), 95 cents (2nd). *Free Baggage Allowance*: 1st cl., 133 $\frac{1}{3}$ lbs. (100 catties), 2nd cl., 100 lbs. (75 catties).

Description of the Route. Leaving Wong-sha station (on the outskirts of *Sai-kwan*, Canton), the trains run almost due N. along the course of the North River, first traversing a wide plain, later entering a hilly region. Before reaching Yingtek station, the *Ying-kong* (a tributary of the North River) is crossed by a steel bridge, 750 ft. long. Yingtek station is connected by a branch line (1 m.) with the city of Yingtek. From here on to Shiuchow there are no important towns. **Ying-têk** (87.7 m. from Wong-sha; pop. 6,000) is situated on the right bank of the Yung-kong, at the junction of the latter with the North River. Among the towns of importance in the basin of the North River, Ying-têk is second only to Tsingyüen and Shiu-chow, but the place is on such low ground that in the rainy season it is often inundated. The railway station was therefore located on an elevation 1 m. E. of Ying-têk.

Shiu-chow (139 m. from Wong-sha). The railway station, opposite Shiu-chow, on a tributary of the North River, is connected with the city by sampan service. Shiu-chow, located at the junction of two rivers where brisk water traffic converges, is the county seat of Chu-kiang-hsien Prefecture and the commercial centre of the district. The city, with about 40,000 population, is surrounded by an oval wall, inside of which most of the roads are paved with stone. There are many large native stores and wholesale merchants in Shiu-chow.

Samshui Branch Line. This line, though short (Canton to Samshui, 30 m.), traverses a very wealthy and populous region, intersected in all directions by rivers and canals, which support a considerable steamer traffic. The railway serves to bring the West River ports within easy distance of Canton and carries about three millions of passengers yearly; there is not much freight traffic. A feature noted on the route are the many fish ponds which are stocked with Tson-yü (silver perch), and other fresh-water fish which are in steady demand in Canton. There are 19 stations on the line, almost one to every mile, but those of importance are Fat-shan and Sam-shui.

Fat-shan (pop. 300,000) under the old régime was one of the 4 large garrison towns of the Empire, the other three being Chuhsien-chen (Honan Province), Hankow (Hupeh), and King-teh-chen (Kiangsi). There are six water routes from the city in as many directions. The chief industries of Fat-shan are the manufacture of bells and the dyeing of paper and cotton fabrics; ceremonial utensils connected with weddings, funerals, etc., are also made. Other products are matches (manufactured by a company called *Hau-ming Kung-sz*), fire-crackers, incense-sticks, candles. etc.

Sam-shui, a walled town (the walls were built in 1528), situated at the junction of the North and West Rivers, was made an open port in 1897, and the Settlement Quarter (near the river bank), originally a solitary fishing village, is fast growing in prosperity. It is protected against flood by an embankment on the river bank. About 3 m. down the river course is *Sai-nam-shi*, a manufacturing quarter, containing a silk filature and a modern flour-mill. At *Sai-nam-shi* are prepared *Wo-wa-tsok*, the canned rice-birds much relished by foreigners. Sam-shui is most advantageously situated as regards water communication both by junks and steamers, for it is on the line of navigation between Hongkong, Macao, Canton, and Wu-chow. All the river steamers stop here, as well as innumerable junks. Its water traffic may be judged from the fact that its *likin* (or *lichin*) revenue is the largest of all the cities and towns of Kwangtung.

Canton to Sam-shui by water. The steamer leaving Canton first takes an E. course down the Chu-kiang; at *Nam-chau-shan* it changes its course towards the S. W., and finally reaches *Sam-shui*, after stopping en route at *Yong-ki* and *Han-chuk*.

Sam-shui to Wu-chow. Wu-chow (Kwangsi Province) on the West River, is 120 m. from Sam-shui, the ordinary passage taking about 20 hours. The first port of call is *Lo-ting-kau*, whence are exported figured mattings, the product of the surrounding regions. Next the steamer stops at *Shiu-hing*, after which mountains begin to come into the view. At *Tak-hing*, the scenery becomes quite hilly and picturesque, the hills being similar to those depicted in paintings by the Southern School of Chinese artists. *Fare*, Samshui to Wu-chow \$7.50 (European 1st class), \$1.50 (Chinese 1st class), 75 cents (2nd); meals extra. Wu-chow is now reached *via* the Samshui Ry. and steamer in less than 24 hrs. from Canton.

Wu-chow 梧州, a treaty port, opened in 1897, is 220 m. by water from Canton, being situated on the left bank of the West River, a little below where the *Kwei-kiang* joins the main river. Being near the border of Kwangsi, it forms, so to speak, the gateway to that province from Kwangtung way. Wu-chow, from its natural position, is a distributing centre for the local trade between Kweichow, Yünnan, Kwangsi, and Canton. The route by the West River is sometimes infested by pirates, at times of local disturbance. The city's trade is rapidly growing. The most prosperous part of the city is near the river. The great difference (60 ft.) in water-level between full-water in summer and low-water in winter causes great difficulty in river navigation. At the Wuchow anchorage, the custom-house, large firms, and hotels own pontoons on which are their offices for transacting business. Foreign Firms:—Asiatic Petroleum Co., Standard Oil Co. of New York, Jardine, Matheson & Co. (steamship and other agencies), Banker

& Co., or *Teen-woo* (importers and exporters), etc. Products :—timber, oils, hides, indigo, cattle, etc. The total amount of trade in 1920 was Hk. Tls. 19,175,500.

Kwei-lin 桂林 (252 m. from Wu-chow) is reached by the *Kwei-kiang*. The passage by junks is exceedingly difficult, because of the many whirlpools and rapids. Large and small junks engage in traffic between the two cities, the small boats making the upstream trip in summer in from 2 to 3 weeks (in winter twice or three times as long), though the down trip takes but 3 days. The larger boats, of heavier draught, take 5 or 6 weeks in making the up-trip, even in time of full water. The town of Kwei-lin (pop. 80,000), walled, is situated on the right bank of the Kwei-lin. The neighbourhood has a wealth of picturesque scenery. The mountains are singular in that all the peaks rise immediately from the plains, apparently without connection with one another. They have been fitly compared by the poet, *Fan Shih-hu*, to young bamboos shooting out of the ground. On the river banks there are innumerable grotesque and singular rocks, which form objects of interest and attraction to poets.

Nanning 南寧 (pop. 60,000), the capital of Kwangsi Province, is situated on the left bank of the Tso-kiang, a tributary of the Si-kiang, or West River, about 360 m. above Wu-chow, and about 190 m. below Lung-chow, an important town for trade near the Tonkin frontier. The city, divided into the sections inside and outside the wall, extends about 2 m. along the river bank. The wall, which begins at the river bank on the S.E. side of the town, said to date back to the Sung Dynasty, is somewhat triangular in shape and is penetrated by five gates. A moat incloses the wall except on the side which faces the outside town; the latter, occupying the ground between the river and the walled town, stretches N. W. along the bank as far as the Foreign Settlement, located on the only ground near the city which is above the high water mark. The most prosperous street in the town, Tsong-si-mun-tai-kai, extends from the belfry in the centre of the city to Tsong-si-mun gate, leading to the outside town. The Provincial Military Governor's Office, Provincial Counsellor's Office, and shops of many kinds line this street, on which traffic is heavy. The town outside of the wall is the main business quarter; in it are the Maritime Customs, French Consulate, banks, native firms, and a few foreign firms.

Foreign Firms: Asiatic Petroleum Co., British-American Tobacco Co., Banker & Co., Jardine, Matheson & Co., Edwards & Co., Watson & Co., Standard Oil Co., etc. The commercial activities of Nan-ning cover a wide sphere: the vast regions of Yünnan and Kweichow Provinces *via* Po-seh in the west, and those of Tonkin *via* Lung-chow in the south. These activities made Nan-ning the most important town of the region for foreign trade before Wu-chow was opened in 1897. In those days this trade

was carried on *via* Pak-hoi in Kwangtung Province (p. 417), but later was diverted and now is *via* Wu-chow. In 1907, Nan-ning was voluntarily opened to foreign trade by the Chinese authorities, who, designating a part of the outside town as a foreign settlement, did their best to induce foreign merchants to enter into business there, and in 1912 they moved the Provincial offices from Wu-chow to Nan-ning, and, making the latter the Provincial capital, added greatly to its importance and prosperity. Business suffered so much during the world-wide depression following the war that the provincial authorities undertook various projects, in order to develop future trade; planting millions of aniseed plants for their oil at Kao-feng-yeh, about 27 m. N. of Nan-ning, and over 225,000 wood-oil trees. Experimental stations were established and the cultivation of cotton encouraged.

In 1920, the volume of trade amounted to Hk. Tls. 7,985,000, which is yet much below the total trade of Wu-chow. The chief *exports* are rice, firecrackers, incense sticks, cut tobacco, tanned leather, and beef tallow. Chief *imports*—kerosene, cotton yarn, cotton goods, and matches. The greater part of the imports are consumed in the Lung-chow and Po-seh districts. There is a frequent river service between Nan-ning and Wu-chow by means of small steamers and motor boats, the round-trip in the high water season requiring from 5 to 6 days; by junks, about 20 days, on the up-trip only. At present the only foreigners residing in Nan-ning are missionaries, the Customs' staff, and the foreign firms' representatives. Motor cars are owned by a few residents.

Kong-moon 江門 (pop. 70,000), a treaty port opened in 1904, is, like Fat-shan and Canton, one of the towns of the West River delta, being situated 3 m. above the mouth of the river. It is 45 m. from Macao, 70 m. from Canton, and 87 m. from Hongkong. Being originally a place of much importance, both politically and commercially, it has so far been able to maintain its prosperity, though it has suffered to some extent from the competition of Hongkong, Kiung-chow, and Pak-hoi. One drawback to the rapid growth of Kong-moon is its lack of good steamer-anchorage; the steamers visiting the port are obliged to anchor 3 m. outside, though junks have no difficulty in making the port. The place is one of the outlets for emigrants. Products:—eggs, fruit, vegetables, tobacco, incense-sticks, matting, palm-leaf fans, etc.

Sunning Railway. This railway (66 m. long) begins at Kong-moon and running S. terminates at Tow-shan, passing on the way the prefectural town, Sun-ning. This railway was planned and constructed by *Chên I-hsi*, a native of this part of China who amassed wealth in America. The entire work of construction was effected without the aid of foreign engineers or foreign capital, and as little as possible of foreign material was used. *Chên I-hsi* himself was the engineer and manager-in-chief, and

one of the largest shareholders. All the capital of the company was subscribed by people from this region who were residing in America, or by those who had returned from America. Three trains are run daily from each terminal: *Fare*, between Kong-moon and Tow-shan, \$3.60 (1st), \$2.80 (2nd); between Kong-moon and Kung-yik-pau, \$1.68 (1st), \$1.19 (2nd).

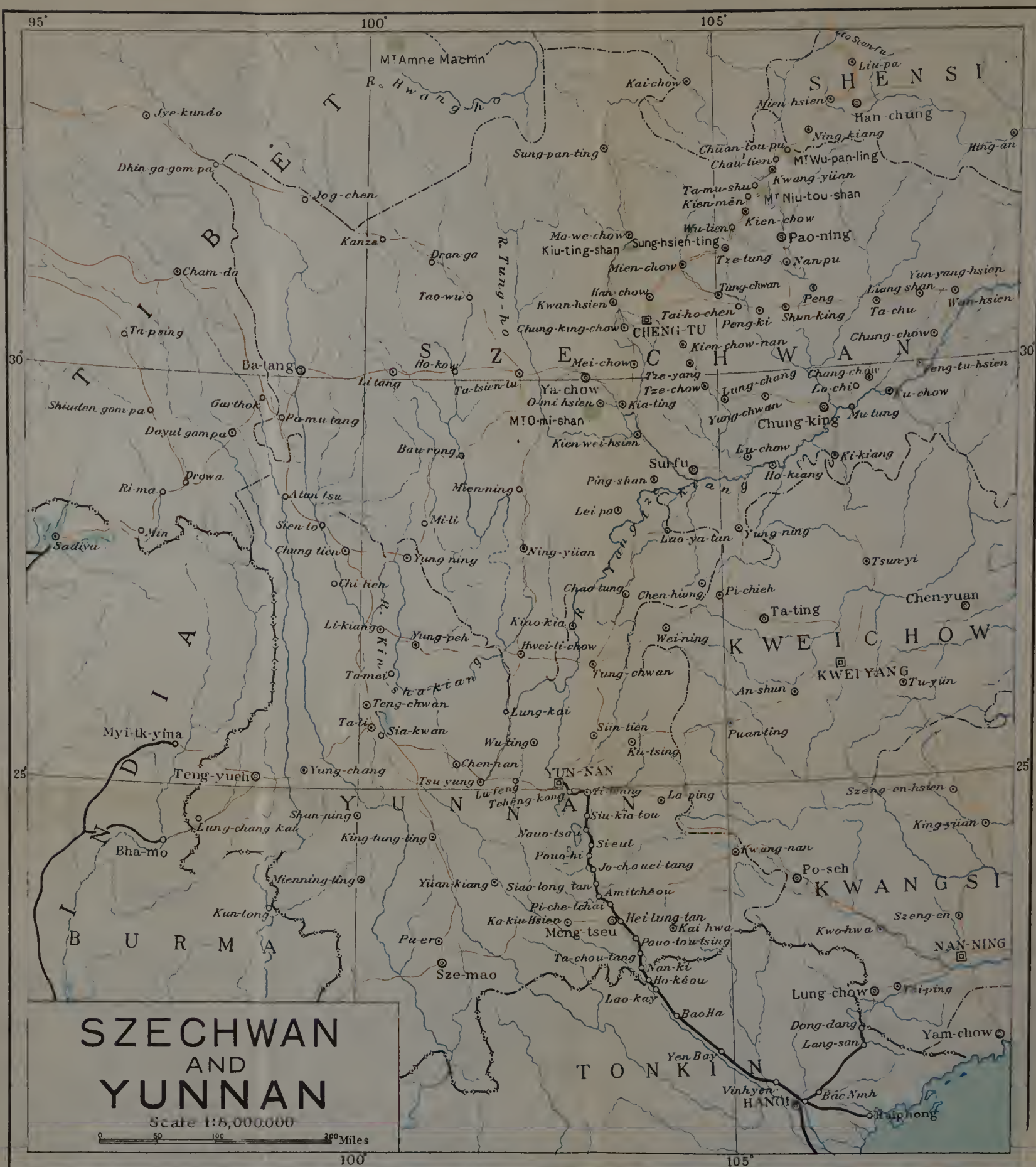
Kung-yik-pau (36 m. from Kong-moon), a new town, created in 1907 by wealthy returned emigrants from America, is situated on the south bank of the Sên-chong-ho, opposite *Shoü-kau*. The new embankments protecting the town from the overflow of the river extend for a mile. The town is laid out in 7 streets running from N. to S. and 5 streets from E. to W.—all being macadamized and provided with sidewalks. The houses are of foreign-style, consisting of 2 or 3 stories, and are lighted by electricity. The inhabitants number about 2,000; most of whom wear foreign clothes. The growth of the town is due to the opening of the Sunning Railway.

Shoü-kau, a port on the Sên-chong-ho river and a centre of junk traffic, is situated, as stated, on the N. bank opposite Kung-yik-pau. It has a *likin* (tax) station. Exports: rice. Imports: fishery products, particularly salted fish. Despite its thriving neighbour, Kung-yik-pau, Shoü-kau remains as conservative as any old Chinese town.

Sun-ning 新寧 46.4 m. from Kong-moon) is reached in 1½ hrs. by rail from Kung-yik-pau. The station is at *Sai-ning* (outside the E. Gate of the town), which is a prosperous business quarter. The town inside the walls is not large. Apparently there is a large demand for foreign goods, due no doubt to the large number of returned emigrants from America.



Native Boat on the Pearl River



To reach Tonkin, and Yünnan Province

In the following pages the descriptions of the cities, towns, etc. of Tonkin that are reached on the way to Yunnan are much condensed, only the bare outlines of the information necessary for travellers being given, for the reason that full descriptions of these places are to be found in the *Eastern Asia Official Guide-Book series*, in Vol. V, *East Indies*, under French Indo-China.

Route XXV. Hongkong to Haiphong

Steamer Service (about 36 hrs.) between Hongkong and Haiphong. There are four companies in regular service between Hongkong and Haiphong: Indo-China S. N. Co. (weekly), China Navigation Co. (fortnightly), Po-shun S. S. Co. (fortnightly), all calling at Hoi-how and Pak-hoi; Cie de Navigation Tonkinoise (fortnightly), calling at Kwang-chow-wan and Hoi-how. First class fare (uniform rates) from Hongkong to Kwang-chow-wan, Mex. \$30; to Hoi-how, Mex. \$35; to Pak-hoi, Mex. \$50; to Haiphong, Mex. \$60.

General Description. Starting from Hongkong, steamers take a westward course on the China Sea along the coast of Kwangtung Province. About 20 m. from Hongkong the two green-clad islands seen on the land side are Chan-tchouan, or Shang-chwan-tao (St. John's Island), E., and Hia-tchouan, or Hsia-chwan-tao, W. A harbour of the former, known as *Sancian Island* by the Portuguese (1521), was used as anchorage for their merchant ships. It became famous afterward as the place where the celebrated French missionary, François Xavier,* nicknamed the "Apostle of the Indies and Japan," died.

Farther on, near Hai-ling-tao island, navigation is difficult because of the scattered sand-banks which rise from the sea bottom. The waves dash high against these banks. Beyond this point are two islands, Nao-chow and Ton-hai, on the right,

* François Xavier, born at the castle of Xaviero, Navarre, in France, on April 7, 1506, was educated at the University of Paris and was one of the founders of the Society of Jesus. He sailed to the East Indies on a Portuguese mission and arrived at Goa, India, in 1542, afterward labouring nearly ten years among the natives in western and southern India, Malacca, the Molukkas, and Japan. In 1551, on his way back to Goa from Japan, he landed at Tamao, the southern port of St. John's Island, planning to enter China on his mission and visiting the island on his way. Here he fell ill from fever, and died on Dec. 2, 1552. He was canonized by Pope Gregory XV. in 1622. Xavier's grave may still be seen on the island, near a chapel dedicated to his memory.

at the head of Kwangchow Bay, which are a part of one of the French leased territories. Following the eastern coast of Leichow Peninsula, Hainan Strait, between the peninsula and Hainan Island, with a width of some 12 m. in its widest place, is entered. Although this is rather a narrow passage in places, the fogs that prevail the year round prevent the attractive landscape on each side from being seen. After calling at Hoi-how, at the N. point of Hainan Island (380 m. from Hongkong), the steamer, entering the Gulf of Tonkin, proceeds N. along the W. coast of Leichow Peninsula to Pak-hoi, about 120 m. from Hoi-how. Leaving this port and steaming W. along the coast about 150 m., the port of Haiphong, the gateway to Tonkin and Yünnan Province, is reached.



In Olong Bay—p. 419

Kouang-tcheou-wan (the official French spelling) or *Kwang-chow-wan* (230 m. from Hongkong) is situated at the E. neck of Leichow Peninsula, near the W. end of Kwangtung Province. The district in which this town is located, one of the French leased territories, is about 842 sq. km. in area, embracing the mainland section and the islands: Tonhoi, Ile des Aigrettes, and Nao-chow, near the mouth of the Matché-ho river. The territory was leased for a period of 99 years to France by China by the Convention of April 10, 1898. This territory, with about 1200 villages and a population of about 189,000 Chinese, under the jurisdiction of the Governor-General of French Indo-China, although under French rule for 25 years, has made little progress.

Kouang-tcheou-wan, a free port, approached by two waterways behind its guardian islands, Tonhoi and Aigrettes, would be far more important if the depth of water allowed vessels of over 1,000 tons to anchor in the bay. Owing to its shallowness large ships have to anchor outside the bay, which is 5 m. from north to south, 10 m. from east to west.

Hsi-ying, or Fort Bayard, on the right bank of the estuary of the Ma-tché-ho river, is the capital of the leased territory. The intent of the French to build up the place on European lines has not been realized. In the town are the government offices, a school, church, bank, post-office, and about 100 French people. From Fort Bayard a remarkably good road (about 9 m.) leads to *Tche-kan*, or Tchek-hom (pop. about 3,000), which is the commercial centre of the leased territory.

Hoi-how, or Hoi-hao (285 m. from Hongkong), the most prosperous town on Hainan Island,* near the mouth of the Kiung-chow-ho river, facing Hainan Strait, is situated on the N. shore of the island. It is the seaport of the walled town of Kiung-chow, the seat of government on the island, about three miles south-east.

Hoi-how, once a lonely fishing village, became an open port in 1876, under the Tientsin Treaty of 1858. Its growth has been slow but steady, there being now an estimated Chinese population of 59,000, including Kiung-chow. In Hoi-how there are consulates of Belgium, France, Great Britain, and Germany, besides two hospitals and a French school for Chinese. The foreign residents in Hoi-how number about one hundred. The shallowness of the water compels vessels to anchor about two miles from the port, passengers and cargo being conveyed back and forth by native boats. In 1920 the net value of the trade of the port was Hk. Tls. 5,820,000, 45% of which, or Hk. Tls. 2,619,000, is the export total. The principal exports, chiefly to Hongkong, are pigs, cattle, poultry, eggs, and betel-nuts. The Chinese Maritime Customs Office, and branches of the Asiatic Petroleum Co. and Standard Oil Co., are located at Hoi-how.

Pak-hoi, or Pei-hai (120 miles from Hoi-how; native pop about 20,000), situated on a promontory near the mouth of the Yu-ling-ho river, is one of the two treaty ports at the southern

* **Hainan Island**, the largest island owned by China, situated in 10°-20° N. lat., 109°50'-112°40' S. long., about 630 m. in circumference, belongs to Kwantung Province. Mt. Ng-chi-shan, rising in the centre of the island, appears to dominate it wholly, its valleys and level areas along the sea shore holding potential wealth for future agricultural development. At present, its mineral and timber wealth has not been exploited. The tropical climate conduces to a vigorous arboreal growth, and the island is sometimes called "The Isle of Palms." The soil is fertile, producing heavy farm crops. Three rice crops are grown annually.

extremity of China, the other being Hai-how, previously mentioned. This port, opened to foreign trade in 1876 by the Chefoo Treaty, is now one of the gateways for the local products of western Kwangtung and southern Kwangsi Provinces. It affords good anchorage and is easy of approach, but despite its total trade, amounting to Hk. Tls. 4,122,000 in 1920, its prosperity is steadily declining, due to the competition of the West River ports (now open to steam navigation) and to that of the French free port, Kouang-tcheou-wan. The native town at the foot of the bluff is exposed to the inclemency of all seasons. The bluff, 40 ft. higher than the town, is the foreign residence section, and being a level plain, extending for miles, affords good horseback and bicycle riding. In the port are the consulates of Belgium, France, Portugal, Great Britain, the United States, and Italy. Located here are several large native firms, the offices of the Chinese Salt Revenue Administration and Maritime Customs. The principal foreign firms are the Asiatic Petroleum Co., G.E. Bell & Son, British-American Tobacco Co., and the Singer Sewing Machine Co. The French Government has established a free school for teaching the French language to the Chinese, as well as a free hospital for Chinese patients. A French hospital, orphan asylum, and Catholic missions are also maintained.

Lim-chow, encircled by a wall—pop. some 40,000—about 21 m. N.W. of Pak-hoi—the principal city of the district, is about 70 m. by water up the Lim-kiang river. The level land around the town is very fertile and large rice crops are harvested. From the town there is a good new highway to *Yam-chow*, a town



Boulevard Paul-Bert, Haiphong

about 85 miles N. W. of Lim-chow. From Yam-chow, an old highway, 180 m. long, leads to Nan-ning, the capital of Kwangsi Province (p. 412).

Travellers from Hongkong way will note on approaching Haiphong harbour a number of small islands, known as the Norway Islands. From this point it is 32 m. to Haiphong. The Hon-dao rocks will be seen at the left as the steamer enters the mouth of the river leading to Haiphong.

Haiphong (450 m. from Hongkong), the shipping port for the commercial centres of Tonkin, Hanoi, Haiduong, and Namdinh, is a well-planned European city lighted by electricity, with broad boulevards and other modern conveniences. It is situated about 17 m. up the Cua-cam river, one of the tributaries of the Thai-binh River, which empties into the Gulf of Tonkin. Since coming under the jurisdiction of the French Government, through the Franco-Annamese Treaty of 1874, Haiphong has gradually become a prosperous city, and the main gate to the Tonkin territory and to Yünnan Province in China. The scenic Yünnan railway, starting from this city, connects Hanoi, the capital of Tonkin, and Yünnan, the capital of Yünnan Province. The population of Haiphong is about 23,000, the larger part being Annamites and Chinese; foreign residents number about 1,500.

Hotels: Grand Hôtel du Commerce, 37, boulevard Paul-Bert, a handsome building, dominating every structure in the city; Hôtel de l'Europe, 23, boulevard Paul-Bert; Hôtel de la Gare, 46-48, rue de Paris, in front of the railway station,—all charging for room \$2 up, meals \$1.50 each. *Conveyance:* automobile, \$5 an hour, \$30 a day; rickshas, 25 cents an hour, \$1 a half day, \$2 a day.

If time permits, tourists should make an excursion from Haiphong to Olong Bay for a trip among its islands and grottos, one of the three celebrated sights of Indo-China. Steamer to Hongay, and sampan or steam-launch to the Bay. This excursion is fully described in the *East Indies Guide-book*, referred to at the head of this section.

Route XXVI. Haiphong to Yünnan via Hanoi and Laokay

The Haiphong-Laokay-Yünnan Railway is the only rail route to Yünnan, one of the 18 provinces of China, which, from a traffic point of view, is isolated from other sections of the Republic. The railway, 863 km. or 539 m. long, controlled by French capital and operated by the *Compagnie Française des Chemins de Fer de l'Indo-Chine et du Yünnan*, is divided into four sections: (1) Haiphong to Hanoi (102 km.), (2) Hanoi to Laokay (295.8 km.), (3) Laokay to A-mi-tchéou (178.6 km.), and (4) A-mi-tchéou to Yünnan city (284 km.). The last two sections are in Chinese territory. In Yünnan, the line traverses a magnificent mountain country, affording unsurpassed views from the train of luxuriant semi-tropical forests, deep ravines, and of the scenery of a wild region but little known. *Trains and fare.* One train is run daily on each of the three last named sections, and three trains daily on the first section, but as no through train is run over the whole line, four days are required for the journey from Haiphong to Yünnan city. The terminal stations of each section are provided with European hotels. *Fare:* from Haiphong to Hanoi, \$5.10 (1st cl.), \$3.57 (2nd cl.); from Haiphong to Yünnan \$51.10 (1st cl.), \$35.25 (2nd cl.).

Passports, required at the Chinese boundary, may be secured at the French Consulate, Hokéou station (a Chinese town on the opposite bank of the river—the boundary line—from Laokay), and, if carrying fowling-pieces, a permit for the same. Both may be applied for 36 hrs. in advance at the railway station, at Haiphong or at Hanoi, or at the railway company's office in Hanoi.

Hanoi (102 km. from Haiphong)

Arrival. Trains from Haiphong, after passing through Gia-lam and crossing the Pont Doumer, a splendid bridge over the Red River, run along the side of the Citadel, or garrison barracks, to the Central Station or Gare Centrale, Hanoi, the station also for trains from Yünnan, Laokay, Langson, and Vinh, Annam. Besides being the converging point for all railways in Tonkin, Hanoi is also the centre of the water traffic of the neighbourhood, the facilities afforded by the rivers and canals radiating in various directions from the city contributing largely to its trade.

Conveyance: *Rickshas*, 10 cents for a short distance, 25 cents an hour; *Carriages*, \$1 for a short distance, \$2 an hour, and \$1 for each additional hour; *Motor cars*, \$5 an hour, \$30 a day.

Hotels: Hôtel Métropole (17, boulevard Henri-Rivière); Hanoi Hôtel (23, rue Paul-Bert); Hôtel Terminus; Hôtel des Colonies (80, rue Jules-Ferry); Hôtel de la Paix (35, rue Paul-Bert); Hôtel de la Gare (109, boulevard Gambetta)—rates, about \$7-10.



The "Little Lake," Hanoi

Restaurants: Restaurant et Brasserie du Coq d'or (12, boulevard Henri-Rivière); Brasserie Dauphinoise (rue Jules-Ferry); Café et Restaurant Terminus, (rue Paul-Bert and boulevard Francis-Garnier).

Banks: Banque de l'Indo-Chine (47, boulevard Amiral-Courbet), Hongkong & Shanghai Banking Corporation (16, rue Paul-Bert), Chartered Bank of India, Australia, & China.

General Description of the City. Hanoi ($21^{\circ}2'$ N. lat., $105^{\circ}45'$ E. long.), occupying a central position in Tonkin, extends for a distance of $2\frac{1}{2}$ km. along the right bank of the Red River (Fleuve Rouge), about 160 km. (100 m.) from the mouth of that river. Hanoi is the capital of Tonkin and also the capital of French Indo-China, and contains the office of the Governor-General of the latter country, as well as that of the Resident-Superior of Tonkin, the Court of Appeals of Indo-China, the Garrison, etc. Hanoi is the base of French operations (political and financial) in South China. The city is governed by an elective municipal council, presided over by a mayor, who is also a civil service administrator.

Hanoi comprises an area of about 945 hectares, or 9.45 sq. kilometres. Its present site was originally occupied by 106 villages, the greater number of which have been effaced through absorption by the city,—certain Annamese streets only retaining a separate chief of their own. The city proper has a population of 90,000, of whom Europeans (largely French) number 2,000, and Chinese, 3,000. Besides these, there are about 30,000 natives

(Annamites and Chinese) living in the suburbs. Hanoi is composed of three parts,—French Town, Native Town, and the Old Walled Town.

French Town, separated from the Native Town by a picturesque lake, Petit-Lac ("Little Lake"), occupying the S. section of the city, grew out of the original concession and now reaches as far as the Central Railway Station. In this section there are many broad, well-paved streets and promenades, which are lined by European buildings. Of these streets the most important is rue Paul-Bert (near Petit-Lac), which the Hanoians are fond of comparing with the rue de la Paix of Paris. Boulevard Gambetta (2 m. in length) is the longest street, extending from the station to the Military Hospital, on the bank of the Red River. Most of the government and public buildings are found in or near the original concession quarters, close to the river bank. French Town has the appearance of a modern European town. It is lighted by electricity and is supplied with an abundance of good drinking water. Four lines of electric trams, covering a total distance of 8m., run through the town.

Lao-kay 老開 (398 km. from Haiphong,—Hôtel du Commerce), on the frontier, at the Chinese boundary, is the capital of Loakay Province (Tonkin). Facing the Nam-ti River, with mountains on three sides, it is picturesquely situated.

Ho-kéou, or Hokow, across the river from Loakay, and connected with the latter by a bridge, is in Chinese territory (Yunnan), at the junction of the Red River. The town has a population of about 4,000, including a few foreigners, and contains French and Italian consulates, besides the Chinese custom-house, post and telegraph offices. Ho-kéou was opened to foreign trade by the Supplementary Convention of June 20, 1895, between China and France.

Yunnan Province, Yunnan, the south-westernmost province of China, bounded on the E. by Kwangsi and Kweichow Provinces, on the N. by Szechwan Province and Tibet, on the W. by Burma, and on the S. by Tonkin, has an area of 146,000 sq. m., ranking next in area to Szechwan (218,000 sq. m.), the largest province in China. Its population is estimated at 8,500,000, or 58 *per* sq. m, the latter figure being next to Kansu. Province which is less thickly settled than any other province of China, having only 40 inhabitants *per* square mile.

The topography of Yunnan is rough and broken, especially in the western district—a region of high mountain ranges. In the south are high table-lands. There are few navigable rivers. Yunnan is noted for its mineral products rather than for its agricultural wealth, although wheat, cotton, tea, rice, beans, and tobacco, are grown. Tin (Ko-kiu mines, p. 423), copper (Tung-chwan), antimony, coal, alum, gold, silver, precious stones, are found in the province, the tin output being the most important. In the past, the copper-coin requirements of China, it is said, have been met from Yunnan mines. In the province are three treaty ports: Meng-tseu, Sze-mao, and Teng-yueh.

Dragon Noir (563.5 km. from Haiphong), also called by the Chinese, Hei-long-tan ("Black Dragon Pool"), is 6 km. from Meng-tseu, a great trading centre in the southern part of Yunnan

Province. Travellers from Hanoi intending to visit Meng-tseu usually alight here, proceeding thence by palanquin, horse, or carriage.

Pi-ché-tchai, or Pi-shih-chai (576.6 km from Haiphong), altitude 1,356 metres, is 10 km. distant from Meng-tseu. It is generally the departure point for travellers from Yunnan way who intend to visit Meng-tseu.

Meng-tseu 蒙自, the chief town in the southern part of Yunnan Province, is the commercial centre of that district. Its altitude is 1,370 metres. Its population numbers around 25,000, including about 20 French. In 1890 it was opened to foreign trade, under the provisions of the Franco-Chinese Supplementary Convention of June 29, 1887.

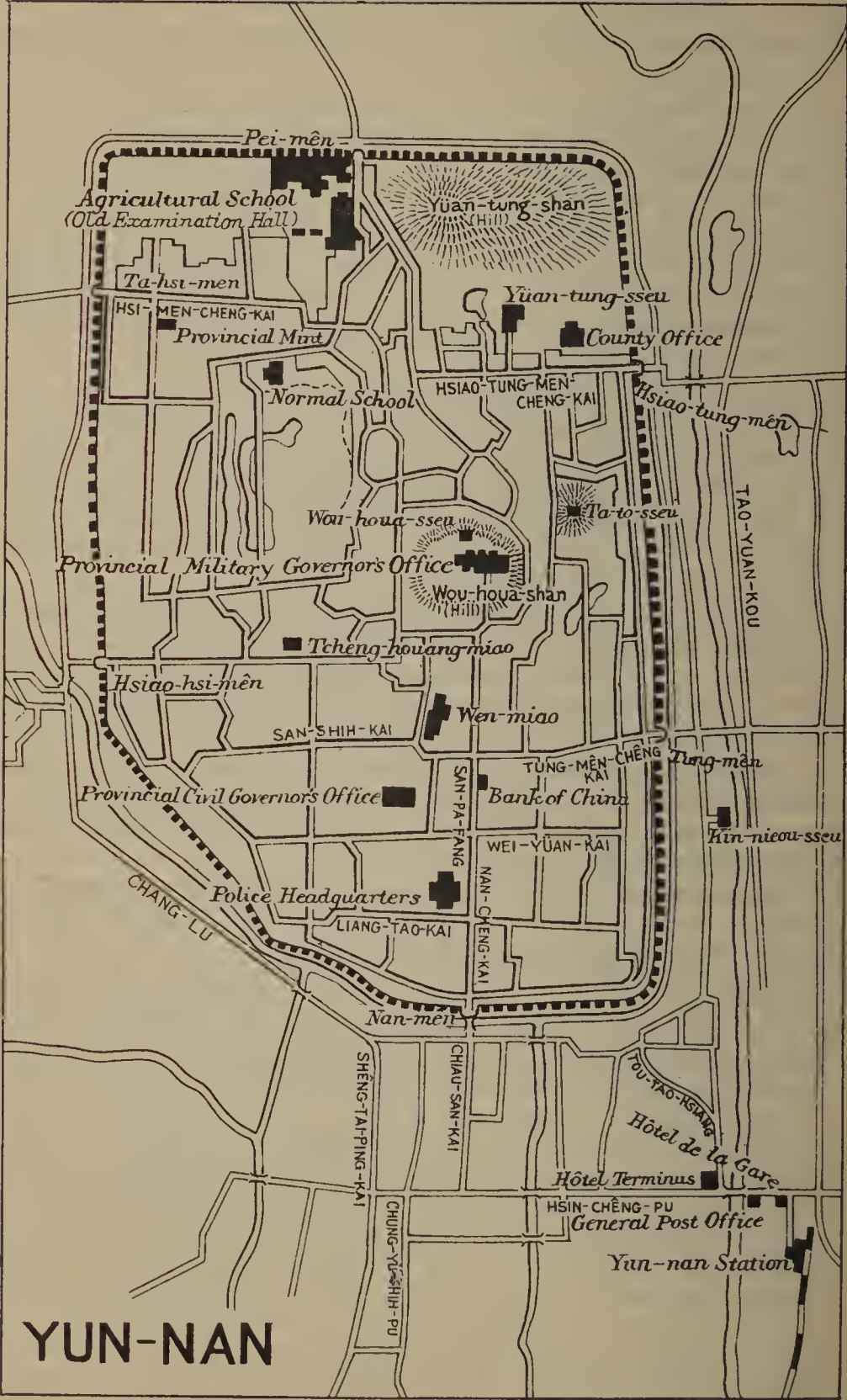
The French Concession, located E. of the walled city, with an extensive area, has been little developed. The Chinese town is surrounded by an elliptical wall, which is pierced by four gates. The streets, narrow, are paved with stone. The houses are small but clean. A fair, held every month on stated days, draws crowds of people from the neighbourhood, who, in their varied costumes, contribute to the attractions.

Agricultural pursuits are not extensively followed because of the mountainous character of the surrounding districts. The principal item in the export trade is tin, of which a large amount is mined. In 1920, the total amount of trade was Hk. Tls. 22,223,000, of which Hk. Tls. 12,250,000 was the export total.

Establishments: French Consulate, Chinese Custom House, Brunner, Mond & Co., Banque de l'Indo-Chine, Post Office, French Hospital, Roman Catholic Church. **Hotels**. Hôtel de la Gare and Hôtel du Commerce.

Ko-kiu-hsien 固舊縣, a thriving city of about 130,000 inhabitants, located 23 m. W. of Meng-tseu, is the most important centre of the tin mining industry in China.

Kokiu Tin Mines. The tin deposits for the greater part are found in an area of about 20 sq. m. near the sunmits of the mountain ranges which inclose the valley in which Kokiu city is located. It is said that some of these mines were opened in the 16th century, in a search for silver. The largest mine, about ten miles E. of the city, is the Ma-la-ko, the next largest is the Huang-mao-san. There are about one hundred others of varying extent and output. All these mines are owned and worked by natives by primitive methods. The most important mining firm, the Yunnan Tin Trading Co., has a large modern smelting and concentrating plant with a capacity of 1,000 tons of ore a day. The total output of the district in 1920 amounted to 130,000 piculs. A light railway, 45 m. long, connecting Ko-kiu with the Haiphong-Yunnan main line, recently built through a rugged country by French engineering skill, now enables the tin mines



to get their product to market more cheaply and easily than in the past. The line passes through eight tunnels and over many viaducts and bridges in a wildly picturesque region.

* * *

A-mi-tchéou, or A-mi-chow 阿迷州, 619.5 km. from Haiphong (altitude 1,063 metres), the chief town of a district in Lin-ngan Prefecture, has a population of about 4,500. On days when fairs are held the town is thronged. In it are a French Hospital and a small hotel.

Yi-leang-hsien 宜良縣 station (800 km. from Haiphong), is located about $\frac{1}{2}$ m. W. of the walled city of the same name, which, encircled by a wall, 2 m. in circumference, dates back to the Han Dynasty. It has about 4,000 inhabitants.

Yunnan 雲南 City (863 km. from Haiphong)

Arrival. After a run of about 10 hours from A-mi-tchéou through a wild, mountainous country, the train arrives at Yunnan, the N. terminus of the railway, its station being located outside the south gate of the walled city.

Conveyance. Rickshas and palanquins are the principal means of conveyance in and around the city; fare, each about \$1 a day.

Hotels: Hôtel de la Gare (3 min. walk from station), and Hôtel Terminus (10 min. walk from station),—American plan, \$5-6 a day.

General Description of the City. Yunnan-fu (probably the Yachi in Marco Polo's *Carajan*), the capital of Yunnan Province, is situated in the right centre of the province, in 25°6 N. lat., 102°52' E. long., and is 5 km. N. E. of a large lake, called Kun-yang hai, with which the city is connected by a canal. Yunnan is built on a high plain, 1,900 metres above sea-level. The city, with a population of about 90,000, consists of the Inner and the Outer City. The Inner City is encircled by a wall, 3 m. in circumference, which is pierced by six gates: two on each of the E. and W. sides, one on each of the N. and S. sides. The streets, not very wide, are kept quite clean. The S. half of the Inner City is occupied principally by temples, guild houses, and vegetable gardens; the N. half, densely populated, contains the government offices and many thriving streets. The overflow from the Inner City has caused several suburban towns to grow up outside the gates, among them, the town outside the S. gate, the largest and most flourishing, contains the railway station, hotels, and a few foreign firms. The south suburb is regarded as the foreign settlement.

Consulates. British, French, and Japanese.

Banks, Banque de l'Indo-Chine (in the South Suburb), Bank of China and Chih-pien Bank (both on San-pai-fang St.).

Government Offices. Provincial Military Governor's Office (near Wou-houa-shan hill, in the centre of the city), Provincial Civil Governor's Office (on Hsi-yuan-kai st.), Provincial Finance Bureau (on Hsiang-yen-kai st.), Industry Encouragement Office (on Chang-chun-kai st.), Provincial Mint (inside Ta-hsi-men gate), Police Headquarters (on Liang-tao-kai st.), General Post Office (near the railway station), General Telegraph Office (inside E. gate), etc.

Schools. College of Law and Politics (on Hsing-lung-kai st.), Agricultural School (on the site of the Old Examination Hall, inside Ta-hsi-men gate), Technical School (in Ta-lu-shui-ho), Normal School, Girls' Normal School, Military Officers' School, Military Medical School, Provincial Middle School, etc.



Chiau-san-kai Street, outside the S. Gate, Yunnan

Trade. Before the opening of the Haiphong-Yunnan Railway the foreign trade of Yunnan Province centred principally at Meng-tseu city, but with the completion of the railway, Yunnan-fu became the distributing point of merchandise for the interior districts of the province, which added considerably to its prosperity. However, it is not likely that its trade will develop rapidly for the reason that the rugged country of the outlying districts is not thickly populated, and because of the high railway rates. The principal import and export articles are : *imports*—kerosene oil, matches, cotton cloth, cigarettes, umbrellas, soap, glass-ware ; *exports*—tin and tin-ware, precious stones, furs, tea, salt, feathers, medicinal plants, cattle-horns.

Highway communication. Though the larger part of Yunnan Province consists of high mountain ranges, tedious of passage, many highways, traversed since ancient times, radiate from Yunnan-fu, among which the principal ones are : (1) *Yunnan-fu to Hankow*—from Yunnan-fu to Chen-yuan (460 m.), *via* Kwei-yang (the capital of Kweichow Province), thence by water route to Hankow (700 m.), the entire journey requiring about 2 months ; (2) *Yunnan-fu to Sui-fu (Szechwan) via* Tung-chwan, Chao-tung, 470 m., 3 weeks' journey ; (3) *Yunnan-fu to Lu-chow (Szechwan) via* Ku-ting, Hsuan-wei and Wei-ning (the latter two in Kweichow Province), 500 m., 40 days' journey ; (4) *Yunnan-fu to Hwei-li-chow (Szechwan), via* Wu-ting-chow, 210 m., 10 days' journey ; (5) *Yunnan-fu to Poseh (Kwangsi), via* Kwang-si and Kwang-nan ; (6) *Yunnan-fu to Bha-mo (Burma) via* Ta-li, Yung-chang, Teng-yueh, 720 miles.

Places of Interest: *Long-wang-miao* 龍王廟 ("Temple of the Dragon King"), where the god of rivers is worshipped so that the land may escape flood ravages. *Sai-tien-tshe-miao* (Tomb of Omar, a famous minister of the Yuan Dynasty), at Wo-eul-to, 2½ km. S. E. of the city.

Wou-houa-shan 五華山 ("Five Flowers' Hill") is an elevation in the centre of the city from the summit of which may be seen the city walls, the streets inside and outside the walls, and the country surrounding the city. Round about this hill are the government offices and other public buildings, and temples.

Wou-houa-sseu 五華寺 is the general name of the three ancient temples, Houa-kouo-sseu, Kin-chan-sseu, and Miao-fa-ngan, situated near Wou-houa Hill. Their buildings date back to the Yuan Dynasty (13th century).

Wen-miao 文廟 ("Temple of Literature"), situated W. of Wou-houa Hill, comprises three buildings—Kouo-tseu-kien ("Gymnasium"), Ming-louen-tang ("Hall of Scholars"), and Ta-tcheng-tien ("Temple of Confucius").

Ta-to-sseu 大德寺 ("Great Virtue Temple") is on an eminence, whence may be had a complete view of the city.

Kin-nieou-sseu 金牛寺 ("Golden Bull Temple") is outside the walls. Here are worshipped the gods of the earth, hearth, and harvest.

Yuan-tong-sseu 岩堂寺 is a temple at Kouen-ming-hien, near the Small East Gate. The gate of the temple and the pillars of the main building are elaborately carved.

Yu-long-sseu 玉龍寺 ("Temple of the Dragon of Jade"), situated near Kieou-long-tche ("Pond of Nine Dragons"), was built in the 17th century. In its first hall are five dragon-kings.

(*Long-wang*). Back of it is Niang-niang-miao ("Women's Temple"), where are installed two goddesses of sight and of children (Yen-kouang-nai-nai and Tsen-souen-nai-nai).

Tcheng-houang-miao 城隍廟 ("Temple of the god of the city") is a temple consecrated to the city god, who is believed to guard the welfare of the city people and punish or reward the spirits of the dead according to their merits. For this reason the city court is located within this temple.

From Yunnan city only horses, or the usual native means of conveyance, are available to the other principal cities and towns of the province.

Tung-chwan 東川, the seat of the Tungchwan sub-prefectural office, 180 m. N. W. of Yunnan city, 8 days' journey (pop. about 15,000), is on a plateau about 7,000 ft. above sea level. In the mountainous region south of the town a great deal of lead, zinc, copper, and coal are mined. The aggregate mineral output is said to exceed that of any other district in Yunnan Province. In the principal street, outside the W. gate, are the Tungchwan Mining Inspector's Office, Fu-tien Bank (branch), post and telegraph offices, and several schools.

Chao-tung 昭通 (population, about 30,000), the seat of the Chaotung sub-prefectural office, 275 m. from Yunnan city (13 days' journey) and 105 m. N. E. of Tung-chwan, is about 280 m. S. W. of Sui-chow (or I-pin) in Szechwan Province, and is situated in the centre of Chaotung plain. Chao-tung is the commercial centre of the north-eastern part of Yunnan Province. In the neighbourhood there is a large output of copper and coal. Stock-farming is the leading industry. The town is enclosed by a wall, about 15 ft.



On the way to Yunnan

high, 4 m. in circumference. Outside the E. and W. gates there are many streets. The principal one outside the W. gate is crowded with various shops, usually brisk in mercantile trade with Szechwan Province. In the Inner town are the Chao-tung Sub-prefectural Office, Normal Schools, Fu-tien Bank, (branch), Post Office, and a Christian Church.

Sia-kwan 下關 (population, about 10,000), about 305 m. N. W. of Yunnan city (13 days' journey) is at the S. W. end of Erhai (or Tali-ho) Lake and the Tali plain. The town, with good facilities of communication, is the commercial centre of the western part of Yunnan Province. Though not so prosperous as when it was a marketing centre for opium before this trade was prohibited, Sia-kwan still thrives on other businesses. There are many wealthy men and large mercantile houses in the town, through which is distributed about 70% of all commodities imported from Burma *via* the Tengyueh Custom-house. These commodities are sent to places in the western part of Yunnan Province.

Ta-li 大理, about 10 m. N. W. of Sia-kwan, on the shore of Tali-ho Lake, situated in the centre of Tali plain, is 6,900 ft. above sea level. In the neighbourhood of the town there is some splendid scenery: in the W. the Tsang-shan mountains, one of the peaks being 14,000 ft. high, in the E. the blue water of the placid lake. Tali is said to be the most beautiful spot in the western part of Yunnan Province. From early days this locality has been noted for the superior quality of its marble. Before Teng-yueh became more important, Tali was the military and administrative centre of this district.

Têng-yueh 騰越, or Têng-hung (pop. about 10,000), the seat of the Têng-yueh sub-prefectural office, is about 570 m. W. of Yunnan city (a month's journey) and about 145 m. N. E. of Bha-mo, or Tun-nung (8 days' journey from the latter place). Têng-yueh, the trading point between Yunnan and Burma, was opened to foreign trade in 1886, under the Chefoo Treaty concluded between Great Britain and China. In the town are several large native firms, besides the usual public offices and the custom-house. The total amount of foreign trade in 1920 was Hk. Tls. 5,647,000.

Sze-mao 思茅 (pop. about 15,000), the seat of the Szemao sub-prefectural office, is about 360 m. S. W. of Meng-tseu and about 350 m. S. W. of Yunnan city (about 18 days' journey). The town, situated on flat-land, altitude about 4,500 ft., was opened to foreign trade in 1895, and has become the cotton market for the southern part of Yunnan Province. The total trade in 1920 amounted to Hk. Tls. 346,500.

INDEX

The names of the principal cities, places of interest, and other subject-matter of importance are in bold-faced italics (*Peking, Summer Palace, Coal mines, etc.*), other towns and other subject-matter in plain type (Tung-chou, Pei-ho river). When there are several references, the most important is given first.

- Aberdeen Is., 362.
 Academy Style (of Painting), CIX.
 Agricultural Experiment Station (Peking), 72.
Agriculture:
 Amoy, 334.
 General Remarks, LXXXVI.
 Hang-chow, 302.
 Hankow, 123.
 Hongkong, 370.
 Nanking, 242.
 Shanghai, 286.
 Soo-chow, 259.
 Swatow, 346.
 Alluvial Plain, XXIX.
 Altar of Agriculture (Peking), CXVII, 67.
 Altar of Earth (Peking), CXVII, 67.
 A-mi-tchêou, 425.
Amoy (or A-mun), 328-340.
 Amoy-Changchow Ry., 337.
 Amoy Island, XXXII, 332.
 Amusements, LX.
 Analects, LXIX, LXX.
 Anglo-Chinese College (Tientsin), 34.
 An-hwei Province, XXXIII.
 An-king, 195, XXXIII.
 An Lo-shan, XLI.
 Annual Fête Days, LIX.
 An-yan-hsien, XCI.
 An-yüan, 130.
 Aplichau Island, 376.
 Area (China Proper), XXXII.
 Area (under cultivation), LXXXVII.
 Arhats (or Buddha's Disciples), CV.
 Arkona Island, 172.
 Arsenals, LXXXV.
 Arts (History of —), XCI-CXXIV.
 Asahi Park, 177.
 Asahi-yama, 177.
 Assay Houses, XII, LXXXIV.
 Astronomical Observatory, 65.
 Authorized Cash, XIV.
Banks:
 Amoy, 328.
 Canton, 386.
 Chefoo, 180.
 Foo-chow, 313.
 General Remarks, LXXXII-LXXXV.
 Hang-chow, 296.
 Hankow, 110.
 Hongkong, 355.
 Nanking, 234.
 Peking, 41.
 Shanghai, 272.
 Soo-chow, 256.
 Swatow, 342.
 Tientsin, 19.
 Tsinan, 154.
 Tsingtau, 171.
 Ban-sek-giam, 338.
 Beans, LXXXVIII.
 Beer Brewing (Tsingtau), 177.
 Belgian Settlement, 24.
 Bell Tower (Peking), 65.
 Birth, LVI.
 Birthday Anniversaries, LVI.
 Blackhead's Point, 375.
 Blue Porcelain, CXXIII.
 Boat Community, 390.
 Boating (West Lake), 304.
 Bocca Tigre (or Bogue), 384.
 Bodhidharma, 403, LXIII.
 Book of Changes, LXVIII.
 Book of Chuang-tzu, LXX.
 Book of History, LXVIII.
 Book of Mencius, LXX.
 Book of Odes, LXVII.
 Book of Philosophy, LXIX.
 Book of Rites, LXIX.
 Book of Selected Pieces, LXXIII.
 Bone-burying Method (of Painting), CIX, CXIX.
 Botanical Gardens: Hongkong, 373.
 Tientsin, 38.
 Bowen Road (Hongkong), 373.
 Boxer Outbreak, XLVI.
 Brick-tea Factories (Hankow), 122.
 Bridge of Heaven, 67.
British Concession:
 Hankow, 113.
 Kiu-kiang, 196.
 Tientsin, 24.
 Bronze Vessels, XCI, CXXI.
 Brothers Islands, 383.
 Brush-method (of Painting), XCV.
 Buddha-Gaya, CXIII.
 Buddha Lanterns, 227, 230.
 Buddha Light, 227, 229.
 Buddhism, LXIII.
 Butterfield & Swire, 203, 207, 212.

Business . Associa-
tions, see Trade
Organizations.
Byzantine Empire,
xcviii.

cable Tramway
(Hongkong), 372.
Calligraphy (Art of),
xcv, cii.
Camoens's Garden,
379.

Canton, 385-414.
Canton-Hankow
Ry., 91, 127, 401,
409.

Canton-Kowloon
Ry., 380, 402.

Canton-Shiuchow
Ry., 409.

Canton River, 382,
384.

Castiglione, Joseph,
cxix.

Causeway Bay,
374.

Cave Temples:

Lung-mên, 148,
xcv, xcix.

Tien-lung-shan,
100.

Yun-kang, 89,
xcv.

Yün-mên-shan,
xcviii.

Central Park (Pe-
king), 60.

Cha-ho-sien, 101.

Cha-kuan (or Tea-
house), LXI.

Chang-chêng (Great
Wall), xxxviii, 10.

Chang-chia-kou (or
Kalgan), 87.

Chang-chien, xxxix.

Chang Chiu-ling,
LXXIV.

Chang-chow, 254,
339.

Chang Fei, 215.

Chang Hêng-chü,
LXXIV.

Chang-hsin-tien,
93.

Chang Hsü, LXXIV.

Chang-kiang, 189.

Chang-li, 13.

Chang Liang,
xxxviii.

Chang-ling, 83.

Chang-lu, 36.

Chang-lu Salt-fields,
16.

Chang Lu (or Chang
Ping-shan), cxiv.

Chang Pêng-chung,
cxviii.

Chang-ping-chou,
82-3.

Chang Sêng-yu,
xcv.

Chang-sha, 127,
208.

Changsha-Chu-
chow Ry., 127.

Chang-shan-tao,
xxxii.

Chang-show, 217.

Chang-tê-fu, 102.

Chang-teh, 210,

Chang-tien (Pe-
king), 73.

Chang-tien, 165.

Chan-tien, 102.

Chan Tien-yu, 80.

Chan Tzu-chien,
xcviii.

Chan-yüeh Style (of
Painting), cv.

Chan-yüeh Ta-shih
See Kuan-hsiu.

Chao Dyn., xxxvii.

Chao Chang, cviii.

Chao-ching-li-sz,
308.

Chao-chow, 350.

Chaochow-Swatow
Ry., 348.

Chao I-yen, LXXVII.

Chao Kuang-yin,
XLII.

Chao-lieh-ti (Em-
peror), 95, 223.

Chao-ling, c.

Chao Mêng-chien,
cix.

Chao Mêng-tiao,
cxii.

Chao Ming, LXXIII.

Chao Po-chü,
cix.

Chao Sung-hsüeh
See Chao Mêng-
tiao.

Chao Ta-nien, cix,

Chao-tung, 428.

Chao Tzu-ang, See
Chao Mêng-tiao.

Cha Shih-piao
cxviii.

Cha-yüan (or Thea-
tre), LX.

Chefoo, 180-187,

Che-kiang Province,
xxxiii.

Che-kiang School (of
Painting), cxiii,
cxix.

Che-kiä-tchouang,
98.

Chên Dyn., xl.

Chên Chou, cxv.

Chên-chow, 209.

Chêng-chi-ko (A
poem by Wên
Tien-hsiang),
LXXV

Chêng-chou (or
Tcheng-tcheou),
104, 145, 147.

Chêng Fa-shih,
xcviii.

Chêng Hao, LXXIV.

Chêng Hsüan, LXXII.

Chêng I (or Chêng
I-chuan) LXXIX.

Chêng Ku, LXXIV.

Chêng-li (Tientsin),
25.

Chêng Szu-hsiao (or
Chêng So-nan)
cxiii.

Chêng-tang
(Shang), xxxvi.

Cheng-Tai Ry., 98.

Cheng-ting-fu, 97.

Cheng-tu, xxxiii,
220.

Chêng-wai (Tien-
tsin), 25.

Chêng-wang,
xxxvii.

Chengyangmen-
Hsichihmen
Branch, 80.

Chen-hsiang-ta-sz,
229-

Chên I-hsi, 413.

Chên Lin, LXXII.

Chên-sz Shü-yüen,
403.

Chên Tao-fu (or
Chên Po-yang)
cxv.

Chên Yüeh, LXXIII.

Chi Dyn., xxxviii.

Chia-chieh, LXXVIII.

Chia I, LXXII.

Chiang-chün, xxxv.

Chiao Hsiao-lien,
LXXVII.

Chiaroscuro, cxviii.

Chia Yi, 128.

Chi-chü-shan 231.

Chieh, xxxvi.

Chieh Kuei, xxxvi.

Chieh-tai-szu, 93.

Chien-ching-kung,
58.

- Chien-chuang (or Money-changer), LXXXIII.
 Chien-fo-ai, 148, 232.
 Chien-fo-shan, 161.
 Chien-fu-ling, 249.
 Chien Hsüan, CXII.
 Chien-lung Ti (Emperor), XLIV, CXVII, 79.
 Chien-piao (or Copper Cash note), XIV.
 Chih-chien (or Authorized Cash), XIV.
 Chih-fang, 127.
 Chih-li Province, XXXIII.
 Chih-shêng-lin (Tomb of Confucius), 137.
 Chih-shêng-miao, 139.
 Chih-shih, LXXVIII.
 Chi-hsia-shan (Mt.), 248.
 Chi-hsia-shan-sz, 248.
 Chi-hsien-sz, 10.
Chi-kung-shan, 105.
 Chi-ming-sz, 244.
 Chin Dyn. (秦), XXXVII.
 Chin Dyn. (晉), XL.
 Chin Dyn. (or Kin) 金, XLIII.
 China Merchants' S.N. Co., 139, 203, 207, 212.
Chi-nan (or Tsinan), 153-162.
 Chin-chia-yao, 27.
 Chinese, XXXII.
 Chinese Families, LX.
 Ching-chan, 59.
 Ching-chên-tsz, 406.
 Ching-chou-fu, 167.
 Ching-chung-miao, 71.
 Ching-chung-sz, 252.
 Ching (or Manchu) Dyn. XLIV.
 Ching Hao, CVI.
 Ching-lo, 81.
 Chin-hsien, 6.
 Ching-hua (or Cobalt Pigment), CXXIV.
 Chinghua Wares, CXXIV.
 Ching-kiang-pu, 253.
 Chingkiangpu-Hai-chow Ry., 253.
 Ching Ko, 96.
 Ching-liang-shan, 244.
 Ching-lien-sz, 308.
 Ching-lung-chiao, 85.
 Ching-lung-tzu, 167.
Ching-ming-yüan, 76.
 Ching-shan (Peking), 59.
 Ching-tai (Soochow), 263.
Ching-tao (or Tsingtau), 170-179.
 Ching-tswan-ko, 125.
 Ching-tzu (or Blue porcelain), CXXIII.
 Ching-yang-kung, 226.
 Ching-yeh-szu, 70.
 Ching-yin-ko, 228.
 Chin-hwai-ho (River), 242.
 Chi-nien-tien, 67.
Chin-kiang, 194, 252.
 Chinkiang-Chingkiangpu (S.S. Service), 252.
 Chin-ling (or Nan-king), 234, XLIV.
 Chin-ling-chen, 167.
 Chin-niu-tung, 6.
 Chin-sha-kiang, 189.
 Chin-shan-sz, 195.
 Chin Shêng-tan, LXXVII.
 Chin-shih (Scholastic degree), LXVI.
 Chin-tai (Hankow), 125.
 Chin-tai-chiau, 306.
 Chin-tien, 229.
 Chin-tsung, XLIII.
 Chin-tzu Temple, 100.
Chin-wang-tao, 11, 3.
 Chio-yüan-sz, 231.
 Chi-pan-ling, 233.
 Chi-shui-tan, 72.
 Chi-tan Tartars, XLIII.
 Chiu-kuan, XI.
 Chiu-kuan (or Old Customs), IV.
 Chiu-lou, XI.
 Chiu-lung-pi, 88.
 Chiu-shui, 179.
 Chiu-wang-fu, 246.
 Chiu Ying, CXIV.
 Chi-yun, CIII, CXII.
 Cho-chou, 95.
 Chou Dyn., XXXVII.
 Chou Chên, CXIV.
 Chou Chih-mien, CXVI.
 Chouen-te-fou, 101.
 Chou Fang, CV.
 Chou Hsin, XXXVII.
 Chou-kou-tien Branch Line, 94.
 Chou Lien-hsi, LXXIV.
 Choushan Archipelago, 311.
 Chou-tsun, 165.
 Chou Tung-tsun, see Chou Chên.
 Chou Tun-i, LXXIV.
 Chou Wên-chü, CV.
 Chow-hu Lake (Anhwei), XXXI.
 Christening, LVI.
 Chronological Table (of Chinese History), XLVI-XLVIII.
 Chrysanthemum Festival, LX.
 Chu Dyn., XXXVII.
 Chü (one of the Four Tones), LXXVIII.
 Chuan-chow, 339.
 Chuan-chu, LXXVIII.
 Chuang-tzu, LXIX, LXX.
 Chuan-hsü, XXXVI.
 Chu-chow (Hu-nan), 127, 128.
 Chüeh-ping-shu, LXXV.
Chü-fou, 137.
 Chu-hsi (Fête), LX.
 Chu Hsi, 340, XLIV, LXII, LXXV, 141, 337.
 Chü-hua-chieh (Fête), LX.
 Chü-jan, CVI.
 Chü-jên (Scholastic degree), LXVI.
 Chu-kiang River XXXI, 382, 384.
 Chu-ko Liang (or Kung-ming), LXXII, 222, 245.
 Chu-ko Liang's Temple, 223.
 Chu-lin-szu, 187.

- Chu-ma-tien, 105.
 Chun-chiu Annals, XXXVII, LXIX, LXX.
 Chung-chiu-chieh (Fête) LIX.
 Chun-chiu Period, LXIX-LXXI.
 Chung-chow, 216.
 Chung-hua-kuo, 1.
 Chung-jên. CIX.
 Chung Jung, LXXIII.
Chung-king, 217.
 Chung-lou (Peking), 65.
 Chung-Poh-yün-sz. 263.
 Chung-shêng-tzu, 141.
 Chung-tien-mên, 135.
 Chuug-tsung (Tang), XLI.
 Chung-yang-chieh (Fête), LX.
 Chün-shan, 207.
 Chu-shih-piao (Memorial), LXXII.
 Chü-tang-hsia, 214.
 Chu Tê-jun (or Chu Tsê-min), CXII.
 Chu-tzu, see Chu Hsi.
 Chü Yüan, LXIX.
 Chü-yung-kuan, 85, CXI.
 Civil Governor, XXXV.
 Cloisonné Wares, CXXIV.
 "Coal Hill" (Peking), 59.
Coal mines:
 Fang-tzu, 169.
 Kai-ping, 14.
 Ping-siang, 130.
 Poshan, 166.
 Shansi, 98.
 Tang-shan, 15.
 Tzu-chuan, 166.
 Coastwise Trade Duties, IV.
 Coins, XIII.
 Colonial Government (Hongkong), 365.
 Commander's Residence (Tsingtau), 177.
 Confucianism, LXII.
 Confucian Monument, 104.
 Confucian Temple (Peking), 63.
 Confucius, 138, LXII, LXVII, LXIX, LXX.
 Constitution, XXXV.
 Conveyances, XXII.
 Cooking, LV.
 Copper Cash, XIII.
 Copper Cash Notes, XIV.
 Copper Cents, XIII.
 Copper Utensils (as Industrial Arts), CXX.
 Costume, LI.
 Cotton, LXXXVII.
 Cotton Cloth Factory (Wu-chang), 123.
 Cotton Spinning and Weaving Factory (Wu-chang), 123.
 Cotton Spinning Mills, (Shanghai), 286.
 Cotton Textile Mills (Tientsin), 37.
 Council of State, XXXV.
 Courbet, Admiral, XLV.
 Cuisine (Chinese), XI.
 Currency, XII.
 Customs, IIIA.
 Customs (Social —), XLIX.
 Custom Tariff, IV.
 Dalai Lama (or Grand Lama), LXIV.
 Daruma, 403.
 Deep Water Bay (Hongkong), 374.
 Departing Tone, LXXVIII.
 Dharma Rakcha, XXXIX.
 Dhyâna Doctrines, LXIII, 403.
 Dialects, LXXVIII.
 Dockyards, LXXXV.
 Doctrine of the Mean, LXXV.
 Dollar Notes, XIV.
 Dragon Noir, 422.
 Dragon Spring Cave (Chien-fo-shan), 162.
 Dramatic Works, LXXVII.
 Drinks, LIV.
 Drum Tower (Peking), 64.
 Duties, IV-V.
 Dwellings, LV.
 Dzo-saan Observatory, 294.
 Earlier (or Western) Han, XXXIX.
 Eastern Chin Emperor's Tombs, 247.
 Eastern Han Dyn., XXXIX.
 Eastern Tombs, 79.
 Eastern Wei, XL.
 Education, LXV-LXVI.
 Egg Albumen (Tsingtau), 176.
 Eight Banners, XLIX.
Electric Trams:
 General Remarks, XVIII.
 Hongkong, 372.
 Shanghai, 266.
 Tientsin, 17, 32.
 Elgin, Lord, 74.
 Elliot Group, XXXII.
 Emperor Shun, 136.
 English language, LXXX.
 Entering Tone, LXXVIII.
 Epidemics, see Hygiene.
 Êrh-lang-miao, 10.
 Esoteric Buddhism, XCIX.
 European Artists (or Painters), CXI, CXIX.
 European Encroachments, XLVI.
 Europe-Asia Transcontinental Route, II.
 Ever Victorious Army, XLV.
 Examination Hall, LXVI.
 Fa-chang, CV.
 Families, LX.
 Fan Chung yen, LXXVI, 205, 263.

Fang-ho-ting, 306.
 Fang Hsiao-ju, LXXVI, 243.
 Fang-Hsüan-ling, XLI, LXXIV.
 Fang-ta-szu, 146.
 Fang-tzu, 168.
 Fan Kuan, CVI.
 Fan-Li, 245.
 Fa-tang, 326.
 Fa-ta-szu, 70.
 Fat-shan, 410.
 Fa-yüan-szu, 68.
 Fei-yün-ko, 134.
 Feng-lo-chên, 101.
 Feng-tai, 16, 2, 80.
Fengtien, see Mukden.
 Fêng-tu, 216.
 Fête Days, LIX.
 Fire Brigade (Peking), 49.
 Fire-crackers, LXI.
Fishery, LXXXIX.
 Amoy, 334.
 Chefoo, 185.
 Foochow, 320.
 Hankow, 124.
 Nanking, 242.
 Shanghai, 286.
 Soochow, 259.
 Swatow, 346.
 Five Dynasties Period, XLII.
 Five Emperors, XXXVI.
 Five Sacred Peaks, XXX.
 Flower Boats (Nanking), 242.
 Fo-chiao (or Buddhism), LXIII.
 Fo-kwang, 229.
 Fong-lo-tchen, 101.
Foo-chow, 312-327.
 Food, LIV.
 Foot-binding, LIV-LV.
 Foreign Bank-Notes, XIV.
 Foreign Coins, XIV.
 Foreign Monuments (Tientsin), 38.
 Forestry, LXXXVIII.
 Fort Bayard, 417.
 Fort Guia, 379.
 Four Tones, LXXXVIII.
 Fresco (a primitive kind of), XCII.
 Fuh-kien Province, XXXIII.
 Fu-hsi-Shih, LXVIII.
 Fu-hu-sz, 227.

Fu-hu-tien, 135.
 Fui-ying-ta, 264.
 Fu-kung-tzu (Tai-yuan), 99.
 Fu-li-chi, 143.
 Funerals, LVII.
 Fu-niu-shan, XXX.
 Fung-hwang-shang, 307.
 Fung-hwang-tai, 246.
 Futō-ku (Tsingtau), 173.

Gandhara, XCII, XCVI.
 Gandhara Arts, XCII, XCIV.
 General Commandant, XXXV.
 Genghis Khan, XLIII.
 German Language, LXXX.
 Gibbon, Edward, LXXV.
 Glass Factories (Tientsin), 36.
 Gniang-tzeu-kouan, 98.
 Gordon, General, XLV, 24.
 Government Industrial Factory (Peking), 54.
 Græco-Bactrian, XCII.
 Grand Canal, 299, XXXI, 132, 142.
 Grand Lama, XLIV.
Great Wall, LXXXVIII, XCII, 8, 10, 86, 90.
 Greek Art, XCII.
 Green Island, 376.
 Guides, XVI.
 Guild House (or Hui-kuan), LXXXII.
 Guilds (72)-Canton, 397.

Hai-chow, 253.
 Hai-kuan (or Maritime Customs), IIIA-IV.
 Hai-kuan-ping (Scale), XVI.
 Hai-Lan Ry., 145.
 Hai-men, 145.
 Hainan Island, XXXII, 417.

Halphong, 419.
Halphong-Laokay-Yünnan Ry. 420.
 Hair-Dressing, LIII.
 Hai-shên-miao, 11.
 Hai-yang-tao (or Elliot Group), XXXII.
 Hai-yin-kuan, LXIV.
 Hak-chwi-ngang, 327.
 Hall of Classics, 63.
 Han Dyn., XXXVIII.
 Han Fei-tzu, LXIX, LXX.
Hang-chow, 295-309, XXXIII.
 Hangchow-Ningpo Ry., 309.
Hangchow-Shanghai Ry., 293.
 Han Hsin, XXXVIII, 253.
Hankow, 108-126, 202.
 Hankow-Canton Ry., 91, 127, 401, 409.
 Hankow-Changteh (S.S. service), 209,
 „ -Ichang (S.S. service), 203.
 „ -Shanghai (S.S. service), 193.
 „ -Siantan (S.S. service), 207.
 Han-kiang, 349.
 Han-ning, 127.
 Han-ping (Scale), XVI.
 Han Race, XXXVI.
 Han-san-sz, 262.
 Han-shan, 351.
 Han-shui River, 117, 191.
 Han Tai-chih, 351.
 Han-tan-sien, 101.
 Han Tui-chih, see Han Yü.
 Han Wu, LXXIV.
Han-yang, 114.
 Han Yü (or Han Tui-chih), LXXIV, LXXV, 13, 307.
 Hao-jan-ting (harbour), 160.
 Happy Valley (Hongkong), 373.
 Harbours, XXXI.
 Hau-chu-sheng-sz, 262.
 Hemp Manufactory (Wu-chang), 123.
 Heng-chow, 209.

- Hêng-shan 恒山
(Chih-li), xxx, 14.
Hêng-shan 衡山
(Hunan), xxx,
209.
Herodotus of China
(or Szu-ma Chien),
LXXII.
Highways, xx.
Hing-hwa, 327.
Hin-ko, 403.
History, xxxvi-
xlvi.
History of Arts,
xci-cxxiv.
Ho Chih-chang,
LXXIV.
Ho Chü-ping,
xxxviii.
Hoi-how, 417.
Hoi-tung-tsz, 406.
Ho-kéou, 422.
Ho-koe-giam, 337.
Honan-fu, 147.
Honan Province,
101, xxxiii.
Ho-nam-tau, 384.
Hongkong, 353-
375.
Hongay, 419.
Hong-si-sz, 264.
Ho-pei (Tientsin),
26.
Ho-pei Hsia-yuan,
38.
Horses, LXXXVIII.
Horticulture (Pe-
king), 55.
Ho-tau-soang,
337.
Hot-springs:
Foo-chow, 322.
Tang-shan, 77.
Yung Mak, 379,
Wei-hai-wei, 188.
Ho-tung (Tientsin),
27.
Houang-ho Nord,
103.
Houang-ho Sud,
104.
Houa-yuen, 106.
Hou Fang-yü,
LXXVII.
Hou-lou-shan, 351.
House-boats:
Foochow, 260.
Shanghai, 288.
Hsia Dyn., xxxvi.
Hsia-hua-yüan, 86.
Hsia Kuei, cvii.
Hsiang-chang, 73.
Hsiang Chi (or Hsi-
ang Yü), xxxviii.
Hsiang-hsing (or
Hieroglyphics),
LXXVIII.
Hsiang-kou-szu,
146.
Hsiang Mo-lin (or
Hsiang Yüan-
p'ien), cxvi.
Hsiang-shan, 149.
Hsiao-ching-ho,
157, 158.
Hsiao-kuan (Tien-
tsin), 27.
Hsiao-chien (Cop-
per cash), xiv.
Hsiao-tang-shan
(Shan-tung), xciii.
Hsiao-ting (Silver
lumps), xiii.
Hsiao-yang-chien
(Subsidiary silver
pieces), xiii.
Hsia-shan-kow,
128.
Hsi-chih-men, 81.
Hsiehmen-Men-
tougou Branch
Line, 80.
Hsieh-chu-yuan, 76.
Hsieh, Fang-tê,
LXXV.
Hsieh Ho, xcv, cm.
Hsieh Hsüan, XLIV.
Hsieh Ling-yün,
LXXII.
Hsieh-mai-ai, 135.
Hsieh-shêng (Phone-
tic ideographs),
LXXVIII.
Hsieh-tan (Gorge),
213.
Hsieh Tiao, LXXII.
Hsien-chao-tan,
308.
Hsien-fung-sz, 230.
Hsien-hsiang-chih,
228.
Hsien-jên-tung, 307.
Hsien-nung-tan,
cxvii, 67.
Hsien-Yang,
xxxviii.
Hsi-ho, 31.
Hsi-hsiang-chi (Ro-
mance), LXXVI.
Hsi-hsin-so, 228.
Hsi-Kang, LXXII.
Hsi-kuan (or Thea-
tre), lx.
Hsi-ling Branch, 78,
95.
Hsi-ling-hsa
(Gorge), 213.
Hsi-lo-chêng, 9.
Hsin, xxxix.
Hsing-cheng, 7.
Hsing-hwa-tsun,
247.
Hsing-kou-szu, 16.
Hsing-lung-tan,
215.
Hsingshunfu Flour
Mill, 159.
Hsing-tan, 140.
Hsin-hsiang-hsien,
102.
Hsin-kuan (or New
Customs), iiii-iv.
Hsin-min, 4.
Hsin-tan, 213.
Hsin-tien, 105.
Hsin-yang-chou,
105.
Hsi Tai-hou (Em-
press Dowager),
xlvi, 58, 74.
Hsiung-nu (or
Huns), xxxii.
Hsi-wa-tien, 229.
Hsi-ying, 417.
Hsi-yüan, 60.
Hsi-yu-chi (Ro-
mance), LXXVII.
Hsi-yu-szu, 94.
Hsou-sui-sien, 96.
Hsüan-chuang,
LXIII.
Hsüan-hua-fu, 86.
Hsüantê Wares,
cxxxii.
Hsüan-tsung
(Ming), cxiii.
Hsüan (or Yüan)-
tsung (Tang), xli.
Hsüan-wang
(Chou), xxxvii,
xci.
Hsüan-yang-tung,
11.
Hsü-chow, 143,
145.
Hsü Chung-szu,
cviii.
Hsü Hsi, cviii.
Hsü Kan, LXXII.
Hsü Ling, LXXIII.
Hsün-tzu, Lxx.
Hsü-yün-yen, 75.
Hua-chung-yu Shih-
fang, 75.
Hua-hu (Social
Class), xlix.
Huang-chiao (Sect
of Lamaism),
LXIV.
Huang Chüan, cvii.
Huang Chu-tsai,
cviii.

Huang-ho (or Yellow R.), xxx, 103, 133, 157.
Huang-hsien, 184.
Huang Kung-wang (or Huang Tsu-chiu), cxii.
Huang-ku-tun, 3.
Huang Style (of Painting) cviii.
Huang-szu (Peking), cxvii, 69.
Huang Ta-chih, cxii.
Huang-tai-chiao, 164-
Huang-Ti, xxxvi.
Huang Ting-chien (or Huang Shan-ku), ciii.
Huang-tsun, 16.
Huang Tzu-chiu, cxii.
Huang-tsun, 16.
Huang Tsung-hsi LXXVII.
Hoa-yüan, 106.
Hu-chao (or Passports), IIIa.
Hu-chia Hwa-yüan, 248.
Hu-chow, 264.
Hu-hsi-Shih, xxxvi, LXXVIII.
Hui-chiao (or Mohammedanism), LXIV.
Hui-chung (Sung), cix.
Hui-hui-jên (or Mohammedans), xxxii.
Hui-hung, cix.
Hui-i (Ideographs), LXXVIII.
Hui-kuan (or Guild House), LXXXII.
Hui-ma-ling, 135.
Hui-piao-chuang, (Old Style Bank), LXXXIII.
Hui-po-lou Tower, 155.
Hui-tsung (Sung), XLIII, CIV.
Hukuang Loan, 233.
Hu-kuo-szu, 68.
Hu-kow, 196.
Hulks (Hankow), 118.
Hunan Province, xxxiii.

Hung-chiao (Sect of Lamaism), LXIV.
Hung-chun-ping, 230.
Hung-hom, 375.
Hung Hsiu-chuan (Chief of the Tai-ping rebels), XLV, 236.
Hung-ni-kou, 94.
Hung-sang-kio, 323.
Hung-tsê-hu (Lake), xxxi.
Hu-Ning Tieh-lu (or Shanghai-Nanking Ry.), 250.
Huns, xxxii.
Huo-shên-miao, 71.
Hupei Province, xxxiii.
Hu-tao Island, 384.
Hu-tien-ko, 135.
Hu-tsên, 277.
Hu-ya-tan, 205.
Hwa-fang (or Flower Boat), 242.
Hwai-ho River, xxxi, 143.
Hwa-kang Kwan-yü-ting, 305.
Hwa-ngang-chin, 325.
Hwa-nyang-sei, 325.
Hwang-chow, 201.
Hwang-ho-lou, 126.
Hwang-ling-pu, 213.
Hwang-lung-tong-san, 264.
Hwang-niu-hsia, 213.
Hwang-shih-kang, 201.
Hwa-shan, xxx.
Hwei-li, 309.
Hygiene:
 Amoy, 331.
 Canton, 390.
 Chefoo, 184.
 Foochow, 315.
 Hangchow, 301.
 Hankow, 112.
 Hongkong, 364.
 Nanking, 237.
 Peking, 50.
 Shanghai, 278.
 Soochow, 257.
 Swatow, 344.
 Tientsin, 32.
 Tsinan, 157.
 Tsingtau, 173.

I-chang, 206, 191, 211.
Ichang-Chungking Line (S.S. service), 211.
Ichang Gorge, 213.
I-ching 義淨, LXIII.
I-ching 易經 (or Book of Changes), LXVIII.
I-chou, 96.
Ideographs, LXXVII.
I ho-yüan, 74.
Ili Treaty, XLV.
Imperial City (Peking), 57.
Imperial House, LI.
Imperial Summer Palace, cxvii, 74.
Imperial Villa (Tang-shan), 77.
Indian-ink Painting, ciii.
Industrial Arts, cxx.
Industrial Museum (Peking), 54, 73.
Industries: LXXXV.
 Canton, 398.
 Che-foo, 185.
 Foo-chow, 320.
 Hang-chow, 301.
 Hongkong, 368.
 Nanking, 240.
 Peking, 54.
 Soo-chow, 259.
 Tsingtau, 176.
Inhabitants, xxxii.
Inland Water Routes, xvii, xxx.
Inland Water Route (Shanghai), 269.
Inner City (Peking), 44.
Inns, x.
Iron Mines: LXXXIX.
 Yang-tsiuen, 98.
 Tieh-shan, 167.
 Tayeh, 201.
Iron Works:
 Hanyang, 123.
 Tientsin, 36.
I-shui, 96.
Islands, xxxi.
I-tien-mên, 134.
Itinerary Plans, v-viii.
I Tsang (or I Yuan-chên or I Yun-lin), cxii.
I Yin, xxxvi.

Jade Fountain Hill, 76.
 Japan Tourist Bureau, xvi, 41.
 Jardine, Matheson & Co., 203, 207, 212.
 Jên Jên-fa (or Jên Yuch-shan), cxii.
 Jên-shou-tien, 75, 76.
 Jên-tsa-wung, 213.
 Jewish Colony (Site of a), 147.
 Ji-chio-san, 264.
 Jih-kung-giam, 337.
 Jih-tan (or Sun Alter, Peking), 67.
 Ju-chiao (or Confucianism), lxii.
 Junks, xx, 31, 118, 184, 400.

 Kai Chu-chung, cviii.
Kai-feng, 146, xxxiii.
 Kai-gwan-si, 339.
 Kai-lan Mining Administration, 15.
 Kai-ping Mine, 14.
 Kai-yuan-szu (Ting chou), cv.
 Kak-chioh-shan, 350.
 Ka-lan-tieng, 326.
Kalgan (or Chang-chia-kou), 87.
 Kalgan-Suiyuan Line, 80.
 Kang-chuang, 86.
 Kang-si Ti (or Shêng-tsu-jên Huang Ti), xliv, cxvii.
 Kang-hsi-Tsu-tien (Dictionary), lxxvii.
 Kang-i-ting, 324.
 Kani Shika, xcii.
 Kan-lu-sz, 194.
 Kan-o-yama Hill, 177.
 Kansu Province, xxxiii.
 Kao Ching-chiu, lxxvii.
 Kao Chi-pei, cxviii.
 Kao-i-hsien, 100.
 Kao Kê-kung (or Kao Fang-shan), cxii.

Kao Kê-ming, cvii.
 Kao-mi, 169.
 Kao-pei-tien, 95.
 Kao-tsu (Han), xxxviii.
 Kao-tsung (Tang), xli.
 Kao-tsung (S. Sung), xliii.
 Kao-tsung-shan Hang Ti, See Chien-lung Ti.
 Kao-y-sien, 100.
 Kao-yu-hu (Kiangsu), xxxi.
 Kap-shui-mun, 383.
Ka-shing, 294.
 Kashya Matanga, xxxix.
 Kau-lung-tsün, 407.
 Kê Chiu-szu (or Kê Tan-chiu), cxii.
 Kellett's Island, 376.
 Kêm-wa-miu, 406.
 Kettler, Baron, 60.
 Khan (Honoured Title), li.
 Khing-an-ling, xxx, 5.
 Kia-lat, 346.
 Kia-ling-ho River, 191, 217.
 Kiang-an, 90, 108.
 Kiangnan Dock, 286.
 Kiang-nan-kio, 321.
 Kiang-Ning Railway, 234, 250.
 Kiangsi Province, xxxiii.
 Kiangsu Province, xxxiii.
 Kiang-yin, 193.
 Kiao-Chi Railway, 163.
 Kiao-chou, 169.
 Kia-ting, 227.
 Kien-chow, 232.
 Kien-ko, 232.
 Kien-kwan, 232.
 Kien-kwan-yi, 232.
 Ki-mun-tau, xxxii.
 Kin (or Chin) Dyn., xliii.
 King-chow, 205.
 King-têh-chên, 197, cxxiv.
 Kin-kow, 204.
 Kin-nicou sseu, 427.
 Kio-chan-sien, 105.
 K'i-sien, 102.
Kiu-kiang, 196.

Kiukiang-Nanchang Ry., 200.
 Kōbō-Daishi, c, 307.
 Ko-kiu-hsien, 423.
 Kokiū Tin Mines, 423.
 Ko-long-su, 332.
 Kong-moon, 413.
 Kong-tang-kio, 340.
 Kon-zen-chiao, 293, 295, 304.
 Konzenchiao Branch Ry., 293.
 Kouang-tcheou-wan, 416.
Kou-pang-tsu, 5.
 Kou-tch'eng, 96.
Kowloon, 375, 353, 380.
 Kuang-chih-yüan (Museum), 160.
 Kuang-ning-shan, 5.
 Kuang Wu-Ti (Han), xxxix.
 Kuan-ksiang-tai (Peking), 65.
 Kuan-hsiu, cv.
 Kuan-hua, (or Mandarin Dialect), lxxix.
 Kuan-ti-miau, 223.
 Kuan Tung, cvi.
 Kuan-yin-tang, 150.
 Kuan-yin-tung, 6.
 Kublai Khan, xliii, cx, 44.
 Ku-chên, 143.
 Kuei Chên-chuan (or Kuei Yu-kuang), lxxxvi, lxxxvii.
 Kuei-hau-cheng, 90.
 Kuei-wên-ko (Hall of Ceremonial Practice), 140.
 Kū-kai, see Kōbō-Daishi.
 Ku Kai-chih, xciv.
 Kuk-shoü Lau-shong, 408.
 Kuku-Khoto, 80.
 Ku-liang, 323.
Kuling, (Summer Resort), 197.
 Kuling Estate, 197.
 Ku-lou (Peking), 64.
 Ku-lun (or Urga), 87.

- Kung Chih-kuei, LXXII.
 Kung Hsien (or Kung Pan-chien), CXVIII.
 Kung Jnng, LXXII.
 Kung-ku-chü (or Assay House), XII, LXXXIV.
Kung-lin, 137.
 Kung-ming, see Chu-ko Liang.
 Kung-so (or Trade Association), LXXXII.
 Kung-tzu-miao (Peking), 63.
 Kung-tsz-miao (Soochow), 261.
 Kung-yik-pau, 414.
 Kung Ying-ta, LXXIV.
 Kung-yuan, see Examination Hall.
 Kun-ming-hu, 74.
 Kun-shan, 408.
 Kuo Chung-shu, CIX.
 Kuo Hsi, CVII.
 Kuo Jo-hsü, CIII.
 Kuo-lei-chuang, 88.
 Kuo-tzu-chien, see Hall of Classics.
 Ku-ping (Scale), XVI.
 Ku-sang, 324.
 Ku-shang-tau, 306.
 Ku-yeh, 14.
 Kwang-fu-sz, 227.
 Kwang-hsuang-sz, 229.
 Kwang-jih-tai, 339.
 Kwang-si Province, XXXIII.
 Kwan-tai-miu, 405.
 Kwan-yin-yen, 230.
 Kwang-tung, 385.
 Kwang-yuan, 232.
 Kwei-chow (Hupoh), 213.
 Kwei-chow (Szechwan), 215.
 Kweichow Province, XXXIII.
Kwei-lin (Kwangsi), 412, XXXIII.
 Kwei-men, 214.
 Kwen-lun-shan, -XXX.
 Kwok-shih-ngang, 327.
 Kwong-hau-tzs (Temple), 403.
 Kwong-tap (Tower), 404.
 Kwong-tsai-kio, 352.
 Lai-chou, 184.
 Lakes, XXXI.
 La-ma-miao, LXIII.
 Lamaism (or Lama-chiao), LXIII.
Lama Temple (Peking), 60.
 Lamma Island, 376.
 Lanchow Coal Mines, 14.
Lan-chow (Kan-su), XXXIII, 152.
 Land, XXIX.
 Lang-fang, 16.
 Lang Shih-ning (Painter), CXIX.
 Languages (Spoken), LXXXVIII.
 Lan-ho, XXXI.
 Lan-hsien, 14.
 Lantau Island, 376, 383.
 Lantern Fête, LIX.
 Lan Ying (or Lan Tien-shu) CXIX.
 Lao-ho-kow, 233.
Lao-kay, 422.
Lao-shan (Mt.), 178.
 Lao-ting, 179.
 Lao-tzu (or Lao-tze), LXII, LXIX, LXX.
 Lao-tzu (or Book of Philosophy), LXIX, LXX.
 Lau-tsz-miau, 220.
 Léang-siang-sien, 94.
 Legation Quarter, Peking, 46, 47.
 Lei-fung-tah, 305, 307.
 Lei-tung-ping-sz, 228.
 Leu-yuen, 262.
 Li, Admiral, 389.
 Li An-chung, CIX.
 Liang (or Teal), XII.
 Liang-chia-tsui, 27.
 Liang Dyn., XL.
 Liang-hsiang-hsien, 94.
 Liang Kai, CV.
 Liang-ko-chuang, 96.
 Liang-Wu-ti-ling, 247.
 Liao-ho, River, 3.
 Library (Tsinan), 160.
 Lichee (Nut), 382.
 Li Chên, C.
 Li Chêng, CVI.
 Li-chi (or Book of Rites), LXIX.
 Li-chia-wo-pu, 5.
 Li-chin-chu (or Li-chin Office), IIIA.
 Lichin duty, IV.
 Lien-hua-fêng, 136.
 Lien-po-miao, 97.
 Lien-shan, 7.
 Lien-shan-wan, 7.
 Li Hung-chang, XLV, 23, 128, 291.
 Li Hung-chang's Temple, 291.
 Li Kan (or Li Hsi-chai), CXIII.
 Li-kuang-li, XXXVIII.
 Li Kung-lin (or Li Lung-mien), CV.
 Li-kung-tzu, 38.
 Li Ling, LXXII.
 Li-long, 382.
 Li Lung-mien Style (of Painting), CV.
 Lim-chow, 418.
 Lin-chêng, 142.
 Lin-cheng Branch Ry., 142.
 Ling-chiu-shang, 309.
 Ling-hsiao-tai, 322.
 Ling-hu-chen, 264.
 Ling-ngwong-tong, 326.
 Ling-yen-san, 263.
 Ling-ying-sz, 308.
 Lin Ho-ching, 306.
 Lin Liang, CXVI.
 Liou-li-ho, 94.
 Li Po, see Li Tai-po.
 Li-shan, 161.
 Li Shang-yin, LXXIV.
 Li Szu, XXXVII.
 Li Szu-hsun, CVI.
 Li Tai-po, LXXIV, 210, 216.
 Li Tang, CVII.
 Literati Painting, CIII, CXVI.
 Literature, LXVII-LXXVII.
 Little, Archibald, 211.
 Liu Chên, LXXII.
 Liu Hsieh, LXXIII.
 Liu Hsiu, XXXIX.

- Liu-kung-tao, 187.
 Liu-lang Wên-ying, 304.
 Liu-li-chan, 46.
 Liu-li-ho, 94.
 Liu-li-ta (Site of), 247.
 Liu Pang (or Kao-tsu), xxxviii.
 Liu Pei, xxxix.
 Liu-shu-tai, 179.
 Liu Sung-nien, cviii.
 Liu Tao-shih, cvii.
 Liu Tsung-yuan, LXXIV, LXXV.
 Liu Yen, xxxix.
 Li Wên-chung's Tomb, 248.
 Li Yuan, xl.
 Li Yuan-hung (General), 111.
 Li Yu-chi, LXXVII.
 Li Yü-lin, LXXVII.
 Loess Plain, 150.
 Lo-han, 227.
 Loh-ou-ta, 303.
 Lo-kou-chên, 158.
 Lo-kow, 133.
 Long-wang-miao, 427.
 "Loong Mow," S.S., 212.
 Loong-wha-sz, 290.
 Lo-shou-tang, 75.
 Lo-ting, 141.
 Lou-keou-k'iao, 93.
 Lou-sang-tsun, 95.
 Lou-wang-fen, 102.
Lo-yang (or Honan), 147, xcvi, 104.
 Lo-yung-kio, 339.
 Luan-chou, 14.
 Lu Chi, LXXII.
 Lü Chi, cxvi.
 Lu-Chih, cxvi.
 Lu-fang (or Private Silver Mint), xiii.
 Lu-ho River, 128.
 Lu-kou-chiao, 93.
 Lungan (Nut), 382.
 Lung Chai-kwong, 389.
 Lung Chi, xli.
 Lung-ching (Dragon Well), 10.
 Lung-fu-szu, 68.
Lunghai and Pienlo Line, 145.
 Lung-hsing-szu, 98.
 Lung-kou, 183.
Lung-men (Cave Temple), 148, xcv, lcvii.
 Lung-men (Soo-chow) 263.
 Lung-mên Water-fall, xxxi.
 Lung-mên-tung, 230.
 Lung-pao-shan, 105.
 Lung-ting, 147.
 Lun-lin-tan, 208.
 Lun-yü (or the Analects), Lxix, Lxx.
Lu-shan (Mt.), 197.
 Lu Tan-wei, xciv.
 Lyee-mun Channel, 374.
Macao, 376.
 Macao Is., xxxii.
 Ma-chê, 53.
 Mackenzie & Co., 212.
 Mah Jongg sets, 278.
 Ma-huang-hou, 247.
 Mai-mai-chêng, LXXXIII.
 Ma Jung, LXXII.
 Manchu (or Ching) Dynasty, XLIV.
 Manchurian Language, LXXX.
 Manchus, XXXII.
 Mandarin Dialect, LXXIX.
 Mannen-yama, 177.
 Marble Bridge, 59.
 Marco Polo Bridge, 93.
 Marco Polo Range, 190.
 Marriage, LVI.
 Ma-su, 350.
 Ma-tché-ho River, 417.
 Match Factories: Tientsin, 37.
 Peking, 54.
 Hankow, 122.
 Ma-tou, 187.
 Ma-wan Island, 383.
 Mencius, LXII, LXIX.
Meng-tseu, 423.
 Men's Dress, LI.
 Mentoukou Branch Ry., 72.
 Mines, LXXXIX.
 Ming Dynasty, XLIV.
 Ming-Hsiau-ling, 247.
 Ming Ku-kung, 243.
 Min-kiang, 191.
 Modern Period, XLIV.
 Mohammedanism, LXIV.
 Mohammedans, XXXII.
 Mongol (or Yuan), XLIII.
 Mongolian Language, LXXX.
Mo-kan-shan, 303.
 Mo-sing-ling, 407.
 Mo-tsou-hu, 247.
 Mu-fu-shan, 245.
Mukden, 2.
 Mules, LXXXVIII.
 Musical Instruments, LX, LXI.
 Naigai Cotton Spinning Factory (in Tsingtau), 176.
 Nam-kwan, 393.
 Nam-oa-tau (Swatow), XXXII, 344.
 Nam-po-to, 338.
 Nam-shan-si, 340.
 Nam-tai-bu-tah, 339.
Nan-chang, 200, XXXIII.
 Nan-chang Ry., see Kiukiang-Nan-chang Ry.
 Nan-chüan, 169.
 Nang-tai, 317.
 Nan-kau-fung, 307, 309.
Nanking, 234-249, 195, XXXIII.
 Nanking Ferry, 144, 234.
 Nanking Kuan-hua (or Nanking Mandarin Dialect), LXXIX.
 Nanking Treaty, XLIV.
Nan-kow, 82.
 Nan-ling, xxx, 321.
Nanning, 412, 419.
 Nan-ping Wan chung, 305.
 Nan-ping-shang, 307.
 Nan-tang (or South Cathedral), LXV.

- Nan-ta-ssu, 12.
 Nan-yuan, 73.
 Nan-yueh, xxx.
 Nestorian Christianity, xcviII-xcix.
 Nestorian Tablet, 152.
 New City (Canton), 392.
 New Territory (Hongkong), 376.
 New Town (Tsingtau), 173.
 New World (Shanghai), 287.
 New Year Celebrations, Lix.
 New Year's Eve (Fête), Lx.
 Ng-ohau Kêm-lung-tap, 408.
 Ng-ka Wa-yuen, 406.
 Ng-sin-kwan, 404.
 Niang-niang-miao (Hsing-cheng), 7.
 Niang-niang-miao (Yunnan), 428.
Ningpo, 310.
 Ningpo-Chenkomun (S.S. service), 310.
 Ningpo-Chinhai (S.S. service), 310.
 Ningpo-Fenghwa (S.S. service), 310.
 Ningpo-Haimen (S.S. service), 310.
 Ningpo-Yüyao (S.S. service), 310.
 Nisshin Kisen Kai-sha, 193, 203, 207, 211.
 Niu-hsin-sz, 230.
 Niu-kow-tan, 213.
 Niu-tou-shan (Mt.), 232.
 Nobility, XLix.
 North American Route, III.
 North and South Dynasties Period, XL.
 North Chi Dyn., XL.
 North Chou, XL.
 North School (of Painting), ci, cvi, cxv.
 North Sung, XLII.
 North Wei, XL.
 Nu-chên Tartars, LXIII.
 Northern Capital (or Peking), 44.
 Nu-chen Tartars, LXIII.
 Octroi Duties, v.
 Official Language, LXXIX.
 Oil Painting, cxix.
 Old City (Canton), 392.
 Old Examination Hall (Peking), 66.
 Olong Bay, 418.
O-mi-shan (Mt.), 226.
 O-mi Chin-ting, 229.
 One Tree Island, 376.
 Opium, LIV.
 Opium Smoking, LXI.
 Opium War, XLIV.
 Ornamental Designs, xcvi.
 Outer City (Peking), 44.
 Ou Yang-hsiu (or Ou Yung-shu), LXXV.
 Pa-chi (or Eight Banners), XLIX.
 Pa-fang-ting, 94.
 Pagoda Anchorage, 312.
 Pagodas, xcix, civ.
 Pah-hung Peak, 325.
 Pah-hung Ha-yeng, 324.
 Pai-lang-ho, 167.
 Pai-ma-szu (Kai-feng), 146.
 Pai-ma-szu (Honnán), LXIII, LCII, 147.
 Pai-ta-szu (Peking), cxvii.
 Pai-yun-sz, 228.
 Pak-hoi, 417.
 Pa-ku-wên, LXV, LXXVI.
 Pa-kwa-chung (bell), 230.
 Pa-li-chiao (Bridge), 78.
 Pan Kêng, xxxvi.
 Pan Ku, LXXII.
 Pan-tao, 68.
 Pan-tao-kung, 68.
 Pan-yun-tien, 75.
 Pao Chao, LXXII.
 Pao Chieh, LXXIV.
 Pao-ching-szu, c.
 Pao-ting-fu, 96, xxxiii.
 Pao-ying-hu (Kiangsu), xxxi.
 Paper Money, xiv.
 Parkes, Sir Harry (Statue of), 289.
 Passports, III a.
 Pa-ssu-pa, LXIII.
 Pa-ta-chu, 72.
 Pa-ta-ling, 86.
 Pa-tung, 214.
 Pau-ên-sz-tah, 261.
 Paulownia Oil, 124.
 Pau-tung-sz, 126.
 Pawnbrokers (or Tang-pu), LXXXIII.
 Peach Grove (Hsinho), 38.
 Peak District (Hongkong), 372.
 Peanut Oil (Tsingtau), 177.
 Pear Groves (Litsun), 178.
 Pê-chi-ko, 243.
 Pechili, Gulf, 3.
 Peh-loh-tung, 337.
 Pei-chi-miao, 160.
 Pei Chiu-shui, 179.
 Pei Chiu-shui-miao, 179.
 Pei-ho (River), 22, 30, xxxi.
 Pei-kau-fung, 309.
 Pei-lin, 152.
 Pei-ling, xxx.
 Pei-mang-shan, 147.
Pel-tai-ho, 12.
 Pei-tai-ho Beach, 13.
 Pei-wên Yun-fu (Dictionary), LXXVII.
 Peiyang University, 34.
 Pei-yueh, xxx.
Peking, 40-79, 2.
Peking-Hankow
Line, 91, 51, 108, 131.
 Peking-Kalgan
Line, 80.
 Peking Kuan-hua (or Peking Mandarin Dialect), LXXIX.

- Peking-Mentoukou Branch, 81.
Peking-Mukden Line, 2, 28, 51.
Peking-Suiyuan Line, 80, 52.
 Peking-Tungchou Line, 77.
 Peking Union Medical College, 49.
 Pê-lo-chou, 244.
 Pêng-pu, 144.
 Period of Civil Wars, xci.
 Pê-sz-lu, 214.
 Piao-chuang, (or Piao-hao or Shan-si Banks), LXXXIII.
 Pi-chê-tchai, 423.
 Picul, xv.
 Pidgin English, LXXX.
 Pien (or Kai-fêng), XLIII.
 Pien Lan, ci.
 Pien-lo Ry., 145.
 Pien-san, 264.
 Pien Wên-chin (or Pien Ching-chao), CXVI.
 Pi Hung, cii.
 Ping (one of the Four Tones), LXXVIII.
 Ping fung-shan, 216.
 Pingsiang-Chu-chow Ry., 128.
 Pingsiang Colliery, 130.
 Pingsiang Colliery Line, 127.
 Ping-tu-shan, 216.
 Ping Wang (Chou), XXXVII.
 Ping-wu Chiu-yüeh-ting, 306.
 Pi-pa-chi (Romance), LXXVI.
 Pi-tan, 294.
 Pi-yün-szu, 72.
 Pleasures, lx.
 Poa-soh-tah, 308.
 Poa-zah-shang, 308.
 Po-chih-ai, 188.
 Po Chü-i (or Po Lo-tien), LXXIV, 306.
 Poetry, LXXIII, LXXV, LXXVII.
 Po-hai, Gulf, 3.
 Poh-toh-chia, 262.
 Poh-yün-sing (spring), 263.
 Poh-yun-ting (arbour), 263.
 Pointillism, cviii.
 Po-kung-ti, 306.
 Pok-wan Ku-tsz, 408.
 Pok-wan-shan, 407.
 Political System, xxxiv.
 Polo, Marco, LXIII, 93.
 Po Lo-tien, see Po Chü-i.
 Poo-tung, 277.
 Population (China Proper), xxxii.
 Porcelain Wares (as Industrial Arts), cxxii.
 Portrait Painting, cxix.
 Ports (General Remarks), LXXXI.
 Portsmouth Treaty, xlvi.
Po-shan, 166.
 Poshan Branch Ry., 163, 165.
 Poshan Coal Mines, 166, 130.
 Postal Regulations, xxiv.
 Postal System, xxiii.
 Postal Rates (Hongkong), 361.
 Postal Tariff, xxv.
 Posterior Chin, XLII.
 Posterior Chou, XLII.
 Posterior Han, xxxix, XLII.
 Posterior Liang, XLII.
 Posterior Tang, XLII.
 Post-Offices, xxvi.
 Po-tu-chuan Springs, 161.
 Po-yang-hu, xxxi.
 Po-yü, 138.
 Po-yün-kuan, 67.
 Preparatory Information, i.
 President, xxxv.
 Princely Ranks (among Mongolian Chiefs), li.
 Private Industrial Factory (Peking), 54.
 Products, LXXXVII.
 Pronunciation, LXXVIII.
 Prospect Hill, 59.
 Protestantism, lxv.
 Provision Markets (Shanghai), 285.
 Psycho-cosmic Philosophy, ciii.
 Public Gardens (Shanghai), 388.
 Public Library (Shanghai), 282.
 Public Park (Nanking), 248.
 Pu-hsien, 226.
Pu-kow, 144, 249.
 Purple Forbidden Palace, 57.
 Pu-to, 311.
 Pu-to-shan, 311.
 Pwang-sang-ting, 324.
 Quarry Bay, 374.
Racecourses:
 Foo-chow, 312.
 Hankow, 126.
 Hongkong, 373.
 Peking, 93.
 Shanghai, 288.
 Tientsin, 37.
Railways, xvi.
 Recreation Clubs (Hongkong), 360.
 Red Religion (Sect of Lamaism), LXIII-LXIV.
 Religion, LXII.
 Religious Arts, xcii.
 Residences (of Princes), lv.
 Ricci, Matteo, lxv.
 Rice, LXXXVII.
 Roman Catholicism, LXIV.
 Routes to Chengtu, 220.
 Route to Laoshan, 178.
 Route to Sian, 150.
 Rug, Tientsin, 54.
 Russo-Japanese War, XLVI.
 Sae-siang-sci, 322.
 Sai-kwan (Canton), 393.

Sai-tien-tshe-miao, 427.
 Sai-tsiu-shan, 408.
 Salt Industry, xc.
 Sam-shui, 411.
 Samshui Branch Line, 410.
 San-chia-tien, 72.
 San-chiao-ting, XXI.
 San-kuo-chih (Historical Romance), LXXVI.
 San-su-yen, 244.
 San-tai-yeh-miao, 16.
 San-tan-yin-yueh, 306.
 San-tu-ao, 327.
 San-yu-tung, 206.
 Sassanian Arts, XCIV.
 Schall, Adam, LXV.
 Second Bar Pagoda, 384.
 Seitō-ku (Tsing-tau), 173.
 Sêng-ying-sz, 306.
 Sê-li-ta, 349.
 Sericulture, LXXXVIII.
Settlements:
 Amoy, 332.
 Canton, 393.
 Chou-tsun, 165.
 Foo-chow, 317.
 Hang-chow, 298, 303.
 Hankow, 113.
 I-chang, 206.
 Ning-po, 310.
 Shanghai, 276-277.
 Sam-shui, 411.
 San-tu-ao, 327.
 Soo-chow, 256-257.
 Swatow, 346.
 Tientsin, 23-25.
 Tsinan, 155.
 Wei-hsien, 168.
 72 Heroes Monument, 406.
 Sha-ho, 81.
 Sha-mcen, 393.
 Shang (or Yin) Dyn., XXXVI.
Shanghai, 265-292.
 Shanghai-Hanchow-Ningpo Ry., 293, 309.
Shanghai-Nanking Line, 250, 239, 265.

Shanghai-Woosung Branch, 295.
 Shang-kiu-hsien, 145.
 Shang-pang (or Trade Association), LXXXII.
 Shang-pu (Trading Quarter in Tsinan), 155.
 Shanghai Public Park, 162.
 Shang-sheng (one of the Four Tones), LXXVIII.
 Shang-shu (or Book of History), LXVII.
 Shang-ting-pu, 231.
 Shang-yüan-chieh (Fête), LIX.
Shan-hai-kuan, 8.
 Shansi Banks, LXXXIII.
 Shansi Province, XXXIII.
 Shantung Arsenal, 159.
 Shantung Christian University, 157, 160.
 Shantung Coolies, 183.
 Shan-tung Province, XXXIII.
Shantung Railway, 157, 163.
 Shan-wang-miau, 230.
 Shao-hing, 309.
 Shao-hing Canal, 309.
 Shao-kung-chuang, 27.
 Shao-lich-ti (Emperor), 215.
 Shao Yung (or Shao Kang-chieh), LXXIV.
Sha-si, 205.
 Shau-ki-wan, 374.
 Sheep and Goats, LXXXVIII.
 Shek-ku, 382.
 Shek-lung, 382.
 Shek-wai-tong, 402.
 Shên-an, 326.
 Shêng-chin-tien, 141.
 Shêng-chi-sz, 230.
 Shêng-nung Shih, XXXVI.
 Shênsi Province, XXXVI.
 Shêng-tien, 227.

Shêng-tsu-jên Huang Ti (or Kang-hsi Ti), XLIV.
 Shên-tsung (Sung), XLII.
 Shiao-pa, 145.
 Shih-chang-ting, 75.
 Shih-ching (or Book of Odes), LXVII.
 Shih-huang Ti (Chin), XCII.
 Shih Jui, CXIII.
Shih-kia-chuang, 98.
 Shih-ku (or Stone Drums), XCI, 63.
 Shih-nan, 214.
 Shih-nan tree, 141.
 Shih-li-tang, 141.
 Shih-san-ling, 83.
 Shih-tsu (Yüan), XLIII, CX.
 Shih-tzu-lin, 27.
 Shih Yü-shan, LXXVII.
 Shimono seki Treaty, XLVI.
 Shing-wong-miu, 405.
 Shiu-chow, 410.
 Shoe-silver, XIII.
 Shooting (Hankow) 125.
 Shoü-kau, 414.
 Shuang-chiao, 78.
 Shuang-yang-tien, 6.
 Shuang-tai-tzu, 6.
 Shu-ching (or Book of History), LXVII.
 Shui-hu-chuan (Romance), LXXV.
 Shui-lien-tung, 134.
 Shum-chun, 382.
 Shun-tê-fu, 101.
 Shun Ti, XXXVI.
 Shwang-fung Chayung, 306.
 Shwang-hsian-tsz, 226.
 Sia-kwan, 429.
Si-an, XXXIII, 150.
 Siang-hwong-mieu, 322.
 Siang-kiang (River), 208-9.
Siang-tan, 208.
 Siang-yin, 208.
 Siao-kan-sien, 107.
 Siao-kia-kiang, 107.
 Siberian Route, II.
 Siccawei, 291.
 Si-kiang (Kwangtung) XXXI.

- Silks, LXXXVIII.
 Silk Spinning Mills (Shanghai), 286.
 Silver Coins, XIII.
 Silver Dollars, XIII.
 Silver Houses, XIII.
 Silver Lumps, XIII.
 Sing-thi (King), 327.
 Sing-ti (King), 323, 324.
 Sino-Japanese War, XLVI.
 Sin-siang-sien, 102.
 Sin-ti, 204.
 Sin-tien, 105.
 Sin-yang-tcheou, 105.
 Sin-yuen, 264.
 Si-p'ing-sien, 105.
 Si-sz, 263.
Si-wu (or West Lake), 304.
 Six Dynasties (or Lu-chao) Times, LXXII.
 Skating (Peking), 57.
 Smoking Opium, LXI.
 Smoking Tobacco, LIV.
 Soap Factories (Tientsin), 36.
 Social Class, XLIX.
 Song-tah-sz, 261.
Soo-chow, 255-263.
 Soochow Creek, 264.
 Southern Chi Dynasty, XL.
 Southern School (of Painting), CI, CVI, CXV.
 Southern Sung Dynasty, XL.
 South Grand Canal, 31.
 Special Products (Nanking), 235.
 Spoken Languages, LXXVIII.
 Spring and Autumn (or the Chun-chiu) Annals, LXIX.
S.S. Service, XVII-XX.
 Amoy, 335, 336.
 Canton, 399, 400.
 Che-foo, 183.
 Foo-chow, 320.
 Hang-chow, 293.
 Hankow, 117.
 Hankow-Chang-teh Route, 209.
 Hankow-Ichang Route, 203.
 Hankow-Siang-tan Route 207.
 Hongkong, 370-372.
 Hongkong-Canton, 382.
 Hongkong-Hai-phong, 415.
 Kiu-kiang, 200.
 North American Route, III.
 Shanghai, 266-269.
 Shanghai-Hankow Route, 193.
 Soo-chow, 257.
 Suez Route, II.
 Swatow, 347.
 Tientsin, 28, 30.
 Tsingtau, 175.
 Ssu-ku Chüan-shu, LXXVII.
 Ssu-shêng (Four Tones), LXXVIII.
 State Museum (Peking), 59.
 Stock-farming, LXXXVIII.
 Stone-cutters Island, 376.
 Stone drums, XCI, 63.
 Stone pictures, XCIV.
 Stone pillar, xcvii.
 Straw-braid, 184.
 Stupa (or Small Pagodas), CIV.
 Su Chê, LXXV.
 Suez Route, II.
 Sugar, LXXXVII.
 Su Han-chên, CV-CVI.
 Su Ho, xxxviii.
 Su-hsiao-mu, 306.
 Su Hsün (or Su Lao-chüan), LXXV.
 Sui-chung-hsien, 8.
 Sui Dyn., XL.
 Sui-jên Shih, xxxvi.
 Sui-sha-szu, 99.
 Sui-yuan, 90, 80.
Summar Palace, 74.
Summar Resorts:
 Pei-tai-ho, 13.
 Mt. Hsi-shan, 72.
 Tsingtau, 174.
 Chi-kung-shan, 105.
 Ku-ling, 197.
 Mo-kang-shan, 303.
 Sun Chüan, xxxix.
 Sun Chün-tsê, cxii.
 Sung Chih-wên, LXXIV.
 Sung Dyn., xlii.
 Sung-hsien-ting, 231.
 Sung-kiang, 294.
 Sung Lien, LXXVI.
 Sung Li-shang, LXXVII.
 Sung-shan, xxx.
 Sung Ti, cvii.
 Sun-ning, 414.
 Sunning Railway, 413.
 Sun's Floral Garden, 38.
 Sun Yat-sen, 389.
 Su Shih (or Su Tung-po) LXXV, ciii.
 Su-tcheou, 104.
 Su-ti (Embankment), 305.
 Su-ti Chun-hsiau, 305.
 Su Tung-po, 202, 306.
 Su Tzu-mei, 261.
 Su Wu, LXXII.
Swatow, 341-352.
 Szechwan Province, xxxiii.
 Sze-mao, 429.
 Sz-liu-hwa-tai, 125.
 Sz-sz-tai, 245.
 Sz-tou-tsên, (or Kwei-lien-tsên), 245.
 Sz-tsz-shan, 244.
 Szu-ma Chien, LXXII.
 Szu-ma Hsiang-ju, LXXII.
 Szu-ma Kuang, LXXV.
 Ta-chêng-tien, 63.
 Ta-chiao-szu, 14.
 Ta-chien (Authorized Cash) xiv.
 Ta-Ching Huang-ti, LI.
 Ta-chung-szu, 69.
 Ta-chün-shan, 126.
 Tael, XII.
 Ta-fo-szu, 7.
 Ta-hsing-shan, xxx.
 Ta-hua-yen-ssu, 88.

- Ta-hüing-tieng, 326.
Taian-fu, 134.
 Tai Chin, cxii.
 Tai Chi-shi, LXXVII.
 Tai-ho-tien, 57.
 Taihōtō-ku (Tsing-tau), 173.
 Tai Hsi (or Tai Chun-shih), cxix.
 Tai-hsi-chen, 172.
Tai-miao (or Tai-shan-miao), xcii, 134, 136.
 Tai-mien-sang, 323.
 Tai-nou-shan, 383.
 Taiping Rebels, 236, 200, 238.
 Tai-ping Tien-kuo, xlv.
 Tai-po-yen, 216.
Tai-shan, Mt. (Shantung), xxx, 134, 162.
 Tai-tsên, 245.
 Tai-tsu (Sung), xlii.
 Tai-tsung (Sung), civ.
 Tai-tsung (Tang), xl.
 Tai-tsung-fang, 134.
 Tai-tung-chen, 172.
 Tai-wo-fung, 409.
Tai-yuan-fu, 99.
 Ta-kiang, 189.
 Ta-ku, 39.
 Taku Anchorage, 29.
 Ta-kuei-shan, Mt., 96.
 Ta-li, 429.
 Ta-ling-ho, 6.
 Ta-mu-shu, 232.
 Tan (or Picul), xv.
 Tan-chin-hsia, 85.
 Tan Chung-kuang (or Tan Chiang-shang), cxviii.
 Tang Dyn., xl.
 Tang-ho, 31.
 Tang Hsi-ya, cviii.
 Tang-ku, 30, 39.
 Tang Liu-ju, cxiv.
 Tang Po-hu, cxiv.
 Tang-pu (or Pawn brokers), lxxiii.
 Tang-shan, 15.
 Tang-shan mines, 15.
Tangshan Spa, 77.
 Tang Sing-kong, 331.
 Tang Yin, cxiv.
 Tang-yin-sien, 102.
 Tan-min (or Boat Community), 390.
 Tan-wu-chieh (Fête), lix.
 Tao-chiao (or Taoism), lxii.
 Tao Chien (or Tao Yüan-ming), lxxii, 196.
 Tao-ching Ry., 102.
 Taoism, lxii.
 Tao-jan-ting, 72.
 Tao-kou-chen, 102.
 Taokouchen-Ching-huachen, Ry., 102.
 Ta-o-sz, 227.
 Tao-tieh (a fabulous animal), cxxii.
 Tao-ying-szu, 70.
 Tao Yüan-ming, 196, lxxii.
 Ta-pao-to, 94.
 Ta-pie-shan, 125.
 Tarim Valley, lxxxi.
 Tartar City (Peking), 44.
 Ta-shang-san, 264.
 Tashin Wares, cxxiv.
 Ta-to-sseu, 427.
 Ta-tung (Anhwei), 195.
Ta-tung-fu (Shangsi), 88, xcv-xcvii.
 Tau-yüan-tung, 210.
 Ta-wa, 6.
 Ta-yang-chien (Silver Dollar), xiii.
 Tayeh Iron Mine, 201.
 Ta-yen-ta, 152.
 Ta-yüeh-Shih, xxxix.
 Ta-yü-ling, xxx.
 Taxes, iv-v.
 Tehang-sin-tien, 93.
 Tehang-te-fou, 102.
 Tchan-tien, 102.
 Tche-kan, 417.
 Tcheng-houang-miao, 428.
 Tcheng-Tai Railway, 98.
Tcheng-tcheou, 104, 147.
 Tcheng-ting-fou, 97.
 Tcheou-k'eou-tien Branch Line, 94.
 Tchou-ma-tien, 105.
 Tchouo-tcheou, 95.
 Tea, LXXXVIII, 124.
 Tea-house, LXI.
 Tê-chow, 133.
 Tê-ho-yuan, 76.
 Teing-hai-leu, 322.
 Telegraph, xxvi.
 Telegraph Regulations, xxvi.
 Telephone, xxix.
 Temple of Five Towers, 70, cxiii.
Temple of Heaven, 66, cxvii.
 Temple of the Loyal Yo Fei, 104.
 Têng-chieh (Fête), lix.
 Teng-wang-ko, 200.
 Têng-yueh, 429.
 Têng Yü's Tomb, 248.
 Theatres, LX.
 Theodosius (Roman Emperor), XL.
 Theatrical Performances, LX.
 Thirteen Classics, 64.
Thirteen Tombs (of the Ming Emperors), 82, cxiii.
 Thos. Cook & Son, 41.
Three Gorges (of the Yangtze), 191, 210, 213.
 Three Kingdoms Period, xxxix.
 Three Kings, xxxvi.
 Through-ticket (Siberian Route), II.
 Tiao Kuang-yin, CI, cviii.
 Tibetans, xxxii.
 Tibetan Style (of Painting), CXI.
 Tieh-ta (Iron Pagoda), 147.
 Tieh-ta-szu (Peking), 71.
 Tien-chin-chiao (bridge), 148.
 Tien-choh-hsiang-sz, 309.
 Tien-choh-shang, 309.
 Tien-mêu-sz, 229.
 Tien-ning-szu (Peking), 68.
 Tien-ping-san, 263.
 Tien-shan, xxx.
 Tien-shang Shêng-mu, 384.

- Tien-tan (or Temple of Heaven), 66, CXVII.
Tientsin, 17-39.
Tientsin-Pukow Ry., 131, 28, 51, 157, 250, 300.
 Tientsin Central Station, 132.
 Tientsin Rug, 54.
 Tientsin Treaty, XLV.
 Tientsin West Station, 132.
 Ti-i Kung-chang, 240.
 Ti-i-wu-tai (Peking), 57.
 Ti-ku, XXXVI.
 Time of Visit (Climate), x.
 Ting (or Tripod Cauldrons), cxx.
 Ting-chou, 97.
 Ting-sing-sien, 96.
 Ting-tcheou, 97.
 Tin-chu-tong, 405.
 Tin-tong-wai, 382.
 Tobacco, LIV.
 Tomb of Emperor Ta-ti of Wu, 247.
 Tong-houang-tien, 106.
 Tou-mu-kung, 134.
 Toung-mwong, 322.
Tourist Agencies, XVI.
Trade: LXXX-LXXXII.
 Amoy, 333.
 Canton, 395.
 Chefoo, 186.
 Ching-chou-fu, 167.
 Ching-wang-tao, 12.
 Chou-tsun, 165.
 Foo-chow, 318.
 Hang-chow, 302.
 Hankow, 119.
 Hongkong, 367.
 Nanking, 241.
 Peking, 55.
 Shanghai, 282.
 Soo-chow, 259.
 Tientsin, 35.
 Tsinan, 159.
 Tsing-tau, 176.
 Wei-hsien, 168.
 Yunnan, 426.
 Trade Organs, LXXXII.
 Traffic on the Tsien-tang-kiang, 300.
 Transit Duties, IV.
 Travelling Expenses, XIV.
 Tree-planting (Tsingtau), 177.
 Tripod Cauldrons, cxx.
 Tsai Yin, XXXIX.
 Tsan-chêng-Yüan (or Council of State), XXXV.
 Tsang Chieh, LXXXVIII.
 Tsang-lang-ting, 261.
 Tsan-tang-sz, 226.
 Tsao Chung-ta, xcv.
 Ts'ao-ho, 96.
 Tsao Mêng-tê (or Tsao Tsao), XXXIX.
 Tsao-ping (Scale), XVI.
 Tsau-pi-chang (Mint), 240.
 Tsautien-kung, 244.
 Tsêng Kuo-fan, XLV, 128.
 Tsen-ling-chi, 204.
 Tsên-tung-shan, 204.
 Tsê-tien Wu-hou, XLI.
 Tsien-tang-kiang, 300, XXXI.
Tsi-nan (or Chinan), 153, XXXIII.
 Tsi-nan Electric Light Co., 159.
 Tsing-kang, 208.
 Tsing-pou-mun, 304.
 Tsing-shui-po, XXXI.
Tsing-tau (or Ching-tao), 170-179.
 Tsingtau Hospital, 174.
 Tsingtau Silk Filature, 176.
 Tsin-ling, xxx.
 Tsiu-shang (or Chou-shang) Archipelago, XXXII, 311.
 Tso-pi-fong, 263.
 Tso Szu, LXXII.
 Tso Tsung-tang, XLV, 128.
 Tsou Chih-lin (or Tso I-po), CXVIII.
 Tsung-Kê-pa, LXIV.
 Tsung-lung-shan, 350.
 Tsung-ming-tau, 292.
 Tsung-shan, 245.
 Tsz-liu-ching, 218.
 Tsz-pi-shan, 202.
 Tuan-yüan-chieh (Fête), LIX.
 Tuan Yü-tsai, LXXVII.
 Tu Fu, see Tu Tzu-mei.
 Tui-hui-chuang, LXXXIII.
 Tu Ju-hui, XLI, LXXIV.
 Tu-kung-tsz, 226.
 Tu Mu, LXXIV.
 Tung-an-shih-chang, 73.
 Tung-chia-lou, 27.
 Tung-chien (Copper Cash), XII, XIII.
 Tung-chien-kang-mou (History), LXXV.
 Tung-chou (Chih-li), 78.
 Tung-chow (Kiang-su), 193.
 Tungchou Canal (near Peking), 53.
 Tung Chung-shu, LXXII.
 Tung-chwan, 428.
 Tung-hu, 126.
 Tung-kiang, 382.
 Tung-kwan, 392.
 Tung-ling, 79.
 Tung-lo-cheng, 9.
 Tung Pang-ta, CXVIII.
 Tung-siang-men, 127.
 Tung-si-yüen, 290.
 Tung-tang (or East Cathedral), LXV.
 Tung-ting-hu (Lake), XXXI.
 Tung-tzu (Copper Cash), XII, XIII.
 Tung-yang-chê, 52.
 Tung Yüan (or Tung Pei-yüan), CVI.
 Tung-yüeh-miao, 69.
 Tun-kow, 204.
 Tu-shan, 220.
 Tu Tzu-mei (or Tu Fu), LXXIV, 204, 210, 222, 224.
 Tzu-chuan, 166.

- Tzuchuan Colliery, 166.
 Tzuchuan Colliery Line, 163.
 Tzu-chu-lin Pier, 30.
 Tzu-ên-szu, XCIX.
 Tzu-szu, 138.
 Tzu-yün Pu-yin, 327.

 Ung-Chiong-siang-sei (temple), 324-5.
 Upper Course (Yangtze), 190.
 Urga (or Ku-lun), 87, 90.
 U-sang, 322.
 U-sioh-sang, 322.

 Verbiest, Father, 65.
 Victoria Bay, 174.
 Victoria, Mt., 373.
 Victoria Park (Tientsin), 24.
 Victoria Peak, 362.
 Victory Memorial (Peking), 60.

 Wai-chan, 382.
 Wa-lam-tsz, 402.
 Walls (of Peking), 45, CXIII.
 Wang An-shih, XLII, LXXV.
 Wang Chien, CXVII.
 Wang Fu (or Wang Mêng-tuan), CXV.
 Wang Hui (or Wang Shih-ku), CXVIII.
 Wang Hsi-chih, xcv.
 Wang Jo-shui (or Wang Yüan), CXII.
 Wang-kiang-lou, 225.
 Wang-kiä-tien, 106.
 Wang Kuci, XLI.
 Wang Lu-tai (or Wang Yüan-chi), CXVII.
 Wang Mang, XXXIX.
 Wang Mêng, CXII.
 Wang Mien, CXVI.
 Wang-seu-kio, 321, 323.
 Wang Shên (or Wang Chin-ching), CVII.
 Wang-shih, XLI.
 Wang Shih-chên, LXXVII.
 Wang Shih-min (or Wang Yen-kê), CXVII.
 Wang Shou-jên (or Wang Yang-ming), XLIV, LXXVI.
 Wang Shu-ming (or Wang Mêng), CXII.
 Wang-swoui-sing-sei, 322.
 Wang Tao, 245.
 Wang-tou-sien, 97.
 Wang Tsan, LXXII.
 Wang Wan, LXXVII.
 Wang Wei, CI.
 Wanh Wu, CXIX.
 Wang Yang-ming (or Wang Shou-jên), XLIV, LXXVI, 200.
 Wang Yen-kê (or Wang Shih-min), CXVII.
 Wang Yüan, CXII.
 Wang Yüan-chang (or Wang Mien), CXVI.
 Wang Yüan-chi, CXVII.
 Wang Yüan-mei, LXXVII.
 Wang Yü-yang, LXXVII.
 Wan-hsien, 216.
 Wan-hsien-lou, 134.
 Wan-nien-sz, 228.
 Wan-shih Shih-piao, 141.
Wan-shou-shan (or Summer Palace), 74, CXVII.
 Wan-shou-szu, 72.
 Wan-tüing Ku-miu, 409.
 Wan Yü, LXXII.
 Wa-tap (or Flowery Pagoda), 404.
 Wa-ti (Canton), 394, 392.
 Wei, XXXVII, XXXIX.
 Wei Chêng, XLI.
 Wei-chih I-sêng, C.
 Wei Ching, XXXVIII.

Weight & Measures:
 General Remarks, XIV-XVI.
 Amoy, 330.
 Canton, 387.
 Chefoo, 181.
 Foo-chow, 313.
 Hang-chow, 296.
 Hankow, 109.
 Nanking, 235.
 Peking, 42.
 Shanghai, 272.
 Soo-chow, 255.
 Swatow, 343.
 Tsingtau, 171.
 Tientsin, 20.
Wei-hai-wei, 187-188, 180.
 Wei-houi-fou, 102.
 Wei Hsi, LXXVII.
 Wei-hsien, 167.
 Wei Mêng, LXXXII.
 Wên Chêng-ming, CXV.
 Wen-chüan-szu, 7, 12.
 Wên-chü-yuan, 223.
 Wên-hsüan (Book of Selected Pieces), LXXIII.
 Wên-hsüan-lou, 252.
 Wen-hua-tien, 59.
 Wên-jên-hua (or Literati Painting), CIII.
 Wên Jih-kuan, CX.
 Wên-lan-ko, 306.
 Wen-miao, 427.
 Wên Tien-hsiang, LXXV.
 Wen Ting-yün, LXXIV.
 Western (or Earlier) Han Dyn., XXXIX.
 Western Painting, CXX.
 Western Tombs, 78, 96.
 Western Wei, XL.
West Lake (or Si-wu, Hang-chow), 304-309.
 West Park, 60.
 "Willow-pattern Tea-house," 290.
 "Wind-box Gorges," 214.
 Winter Palace, 58.
 Wireless Telegraph, XXVIII.
 Wo-fo-szu, 71.
 Wok-wong-sang, 322.

Wool, LXXXVIII.
 Woo-sing-ding, 290.
Woo-sung, 291.
 Woosung Branch Line, 251.
 Wou-houa-sseu, 427.
 Wu, XXXIX.
Wu-chang, 115.
 Wuchang-Changsha Line, 127.
 Wu Chên (or Wu Chung-kwei), CXII.
 Wu-chow, 411.
 Wu-chüan-szu, 11.
 Wu-Hou, XLI.
 Wu-hou-po, 231.
 Wu-hou-tsz, 223.
 Wu-hsin-ting, 306.
 Wu-hu, 195.
 Wu-i Ta-shih, 325.
 Wu-li, CXVIII.
 Wu-liang-tzu, xciii.
 Wu-lien, 231.
 Wu-ling (Mt.), 210.
 Wu Lu-chên (General), 98.
 Wu-lung-tang, 246.
 Wu-shan, 214.
 Wu-shang, 307.
 Wu-shan Gorge, 214.
 Wu-shêng-kuan 105.
 Wu-sih, 254.
 Wu-süeh, 200.
 Wu-sung-ting, 136.
 Wu-tan-shan, 223.
 Wu Tao-tzu, xcv, c.
 Wu-ta-szu (or Temple of Five Towers), 70, cxiii.
 Wu-ti (W. Chin), XL.
 Wu-ti, (Han), XXXVIII.
 Wu Ting-fang, 389.
 Wu-ti-yen, 229.
 Wu Wang (Chou), XXXVII.
 Wu-wang's Tomb, 7.
 Wu Wei, CXIV.
 Wu-ying-tien, 59.
 Wu-yüeh, cv.

Xavier, François, 415.

Ya-ko-ing, 100.
 Ya-lung-kiang, 190.
 Yalu College (Changsha), 128.
 Yang (Lady), XLI.
 Yang-chien-piao (Dollar Notes), XIV.
 Yang-chio-kou, 184, 158.
 Yang Chi-tan, xcviii.
 Yang-chow, 252.
 Yang Hsiung, LXXII.
 Yang Hui-chih, ci.
 Yang-kia-tchai, 106.
 Yang Kuo-chung, XLI.
 Yang-li-ping (Scale), XVI.
 Yang Su, LXXIII.
 Yang-Ti, XL, LXXIII.
 Yang-tsun, 16.
Yangtze River, 189.
 Yangtze Basin, 190.
 Yangtze Steamer Service 192, 193, 203, 207, 209, 211.
 Yang-yün-hsien, 75.
 Yang Wu-chiu (or Yang Pu-chih), CIX.
 Yao-Ti, xxxvi.
 Yao-wa, 27.
 Ya-pien (Opium), LIV.
 Ya-sang, 322.
 Ya-su-chiao (Protestantism), LXV.
 Yellow-cow Gorge, 213.
 Yellow Religion (Sect of Lamaism), LXIV.
Yellow River, see Huang-ho.
 Yen State, xxxvii.
 Yen Chêng-ching, 231.
 Yen-chêng-hsien, 104.
 Yen-chin-tang-lou, 75.
 Yen-chow-fu, 142.
 Yen Hsi-shan 99.
 Yen Hui (or Yen Chiu-yüeh), CXI.
 Yen Hui (or Yen Yzu-yüan) 141.
 Yen Jo-chü, LXXVII.
 Yen Li-pên, c.
 Yen-lu-kung, 246.

Yen-shêng-kung-fu, 141.
Yen-tai, 182.
 Yen-tch'eng-sien, 104.
 Yen-tung-ang, 324.
 Yen-tzu-miao, 141.
 Yen-wang, 243.
 Yen Yen-chih, LXXII.
 Yen-yü-tui, 214.
 Ye-un, c.
 Yileang-hsien, 425.
 Yin (or Shang) Dyn., xxxvi.
 Yingkou Branch Line, 6.
 Ying-têk, 410.
 Yin-liang (Silver lumps), XII, XIII.
 Yin-lu (Private Silver Mint), XIII, LXXXIII.
 Yin-piao (or Tael Notes), XIV.
 Yin-shan, xxx 80 90.
 Yin-ting or Yin-tzu (or Silver lumps), XIII.
 Yin-yüan-chü (or Government mint), XIII.
 Yi Yüan-chi, cviii.
Yo-chow, 204.
 Yo-Fei, 306.
 Yo-lu-shan, 128.
 Yong-tse-sien, 104.
 Yo-yang-lou, 205.
 Yü (Emp.), xxxvi, 125.
 Yüan Chen, LXXIV.
 Yüan Chi, LXXII.
 Yüan-chien Lei-han (Dictionary), LXXVII.
 Yüan (or Mongol) Dyn., XLIII.
 Yüan-hsiao-chieh (Fête), LIX.
 Yüan-kiang (River), 210.
 Yüan-pao (or Shoe-silver), XIII.
 Yüan Shih-kai, xxxiv, 23, 27, 389.
 Yüan-ti (or Academy Style of Painting), CIX.
 Yuan-tong-sseu, 427.
 Yüan (or Hsüan)-tsung, XLI.
 Yüan-yin (or Silver Dollar), XII.

- Yü-chüan, 308.
 Yu-chuan-shan, 76.
 Yueh-Han Tieh-lu,
 see Canton-Han-
 kow Railway.
 Yüeh-tai, 244.
 Yüeh-tan, 67.
 Yuen-che-sien, 100.
 Yuen-miau-kuo,
 261.
 Yüen-yang-wu, 294.
 Yü Hsin, LXXIII.
 Yü-huang-ko, 134.
 Yü-huang-miao
 (temple), 136.
 Yü-hwa-tai, 247.
 Yü Jun-wên, 244.
 Yü-kuang-miao,
 187.
 Yu-lan-tang, 75.
- Yü-lau, 306.
 Yü-lin-ling 231.
 Yu-long-sseu, 427.
 Yünchan Pass, 231.
 Yung-chi-chiao, 95.
 Yung-chow, 209.
 Yung-ho-kung, 60.
 Yung-king-sz. 229.
 Yung-mak (Hot
 Spring), 379.
 Yung-ning-szu,
 148.
 Yung-ting-ho, 93.
 Yung Wing, 132.
Yun-Kang (Cave
 Temple), 89, xcv.
 Yün-men-shan
 (Shantung)
 xcviii.
Yunnan City, 425.
- Yunnan Province,
 xxxiii, 422.
 Yün Shou-ping (or
 Yün Nan-tien),
 CXIX.
 Yün-tsau-san, 264.
 Yün-yang, 215.
 Yü-pu-chiao, 135.
 Yu-tai-men, 91, 107,
 108.
 Yü-ti, xxxvi.
 Yüt-sau-shan, 405.
 Yü Yüeh, 306.
- Zah-kou, 293, 298.
 Zi-ka-wei, 291.
 Zing-dz-sz, 307.



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EASTERN ASIA

giving
Key to Volumes
and
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